DATE:  July 6, 2006

SUBJECT:  SP #106 PDSP AMENDMENT to convert 8 hotel units to approximately 4,752 square feet retail use for Parcel 3; and FINAL SITE PLAN to construct approximately 195,000 square feet office building, plus approximately 16,472 square feet of retail, shared parking structure, with modifications of use regulations for exclusion of tenant storage from GFA, and approval of rooftop signage; SW Corner of South 28th Street and South Randolph Street also known as Lot 6, Street Retail, Inc. Addition to Village at Shirlington (RPC #29-014-020).

Applicant:
Transwestern Monument Randolph Square LLC

By:
Timothy S. Sampson
Walsh, Colucci, Lubeley, Emrich & Terpak
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia  22201

C.M. RECOMMENDATION:

Defer the PDSP amendment to convert eight hotel rooms to 4,752 square feet of retail space, and approve the final site plan proposal to construct an approximately 195,000 square foot office building, plus approximately 16,472 square feet of retail, and a shared parking structure with 762 spaces to the September 16, 2006 County Board meeting.

ISSUE:  Adequacy of the overall site plan proposal to ameliorate the impact of the project, including façade designs, community benefits, and compliance with the County’s affordable housing ordinance.

SUMMARY:  The applicant has proposed to build a new office building and parking structure in Shirlington pursuant to the approved Phased Development Site Plan (PDSP), amended in October 2000. The proposal meets the basic requirements for the conceptually approved project, in terms of uses, density, building footprint and height, and parking. The applicant has worked
with staff, the community, and the Site Plan Review Committee to improve the façade design of both the office building and the garage, to make them more compatible with the surrounding buildings in Shirlington, and to meet the conceptual design standard for garages in the Shirlington Design Book. However, staff and the applicant are still negotiating and/or evaluating some aspects of the proposal, including the façade designs, amount of the public art contribution, a bus stop location, and compliance with the County’s affordable housing ordinance. The Planning Commission recommended support of the PDSP and site plan proposals, with additional conditions, at its June 26, 2006 meeting. Staff is still evaluating two new PDSP conditions that were recommended by the Planning Commission. Therefore, staff recommends deferral of the PDSP amendment and site plan requests to the September 16, 2006 County Board meeting. If the County Board chooses to approve the PDSP amendment and the site plan, staff-recommended site plan conditions are attached to this report, although the applicant has not agreed to Condition #27 ($37,000 contribution for Arlington Mill Drive street lights), Condition #48.c ($8,000 toward a new bus stop adjacent to the site), Condition #63 (amount of the public art contribution), and Condition #66 (affordable housing).

BACKGROUND: On October 7, 2000, the County Board approved a major amendment to the Village of Shirlington Phased Development Site Plan (PDSP) for Parcels 2 and 3. This amendment reallocated gross floor area, incorporated additional land into Parcel 3 of the PDSP, and added 52,500 square feet of additional retail use, 195,000 square feet of additional office space, 400 residential units, 150 hotel rooms, a 25,000 square foot live performance theater, an 18,000 square foot public library, and two parking garages consisting of up to 2,115 spaces on Parcel 3, the Village of Shirlington Parcels A-6, A-7, and Parcel B Shirlington Business Center. The PDSP amendment conceptually approved the locations, bulk, densities, and height of the uses on the site, as well as several aspects of the site layout, including locations and widths of streets. A Shirlington Design Book, approved by the County Board at the time of the PDSP amendment approval, shows the existing conditions and approved concept for the Village of Shirlington, as well as a vision and characteristics of the streetscape, storefronts, and other public spaces in the Village.

On June 30, 2001, the County Board approved the first final site plan for Parcel 3, which consisted of four residential buildings with ground floor retail, two small one-story retail buildings along the side of the existing cinema, two parking structures, and all streets and streetscape associated with Parcel 3. On June 8, 2002, the County Board approved final site plans for the library/theater and for the library plaza. All of the buildings included in these approvals, as well as the site utilities, streets, and streetscape, are under construction and nearing completion, with occupancy dates of the various buildings estimated for summer 2006.

Final Site Plan (Randolph Square)

The following provides additional information about the site and location:
Site: This 2.51 acre site is on the south side of Parcel 3, southwest of the intersection of South Randolph Street and the new block of 28th Street South.

To the north: The Shirlington library/theater, and “Building 4” of the residential development are immediately to the north of the proposed garage.
“Building 5”, two small retail structures on the side of the existing movie theater are across the new block of 28th Street South from the proposed office building.

To the west: A portion of the library/theater and the County’s Trades Center.

To the east: Existing retail and a parking structure across South Randolph Str

To the south: Existing residential development (Windsor apartments) across an alley.

**Zoning:** The subject site is zoned “C-O-1.5” Commercial Office Building, Hotel and Apartment District.

**Land Use:** The General Land Use Plan designation of the site is “Low” Office-Apartment-Hotel.

**Neighborhood:** While the site is not located within a civic association, nearby civic associations include the Fairlington Citizen’s Association, which lies immediately to the south of the Village at Shirlington, and the Nauck Civic Association lies across Four Mile Run to the north of the Village at Shirlington. The site is located within the Fairlington-Shirlington Neighborhood Conservation Area.

**Proposed Development:** The following table sets forth the statistical summary for the proposed development:

<table>
<thead>
<tr>
<th>Site Area (“C-O-1.5”)</th>
<th>109,202 square feet (2.51 acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Land Use Plan</td>
<td>“Low” Office-Apartment-Hotel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Density</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Office GFA</td>
<td>195,000 sf</td>
</tr>
<tr>
<td>Retail GFA</td>
<td>16,472 sf</td>
</tr>
<tr>
<td>Total GFA</td>
<td>211,472 sf</td>
</tr>
</tbody>
</table>

| PDSP Permitted Office GFA| 195,000 s.f.                      |
| Total Retail GFA Available (from the sources below)| 16,606 s.f.                      |
| PDSP Permitted Retail GFA not yet allocated⁴     | 8,255 s.f.                       |
| Unused Retail GFA approved in prior site plans    | 3,599 s.f.                       |
| Retail GFA requested to be converted from hotel²   | 4,752 s.f.                       |

---

⁴ Retail GFA remaining in Parcel 3 from 2000 PDSP amendment after approvals of previous final site plans within Parcel 3.

² Proposal includes request for PDSP amendment to convert 8 hotel units approved in 2000 PDSP amendment to their equivalent in retail GFA (4,752 s.f.) under the site’s “C-O-1.5” zoning.
Building Height

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Site Elevation</td>
<td>70.86 ft. ASL</td>
</tr>
<tr>
<td>Main Roof Elevation</td>
<td>201.63 ft. ASL</td>
</tr>
<tr>
<td>Main Roof Height</td>
<td>130.77 ft.</td>
</tr>
<tr>
<td>Penthouse Elevation</td>
<td>216.83 ft. ASL</td>
</tr>
<tr>
<td>Penthouse Height</td>
<td>145.97 ft.</td>
</tr>
<tr>
<td>Number of Stories</td>
<td>9 stories</td>
</tr>
<tr>
<td>(Max. permitted height in PDSP--stories)</td>
<td>9 stories</td>
</tr>
<tr>
<td>(Max. permitted height in PDSP--feet)</td>
<td>135 feet to main roof</td>
</tr>
</tbody>
</table>

Parking

<table>
<thead>
<tr>
<th>Type</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total parking spaces</td>
<td>762 spaces</td>
</tr>
<tr>
<td>Retail</td>
<td>200 spaces</td>
</tr>
<tr>
<td>Office</td>
<td>562 spaces</td>
</tr>
</tbody>
</table>

Required spaces per PDSP

1 space/278 s.f.

Office parking ratio

1 space/346 s.f.

Retail parking ratio

1 space/82 s.f.

Compact Parking Ratio

4.09%

Maximum compact parking ratio by right

15%

Percent Coverage

80%

LEED Score (Core & Shell)

22 points

Density and Uses: The proposal is for 195,000 square feet of office space in addition to 16,472 square feet of ground floor retail in a nine-story building. The proposal includes a separate six level garage structure with 762 parking spaces. The two structures would be located on the west side of existing South Randolph Street, to the south of the newly built extension of 28th Street south. The building footprints follow those approved as part of a Phased Development Site Plan amendment approved in October 2000. The garage is proposed to include 562 parking spaces for office uses and 200 spaces for retail/public use. The PDSP approval requires that the majority of the total garage spaces be provided for public use in the evenings and on weekends and holidays.

Site and Design: The office building, at the corner of South Randolph Street and 28th Street South, is designed of precast concrete and glass. The windows are punctuated with vertical precast concrete bands at the building columns. The ground floor, which would be approximately 20 feet high, would be of storefront glass along the street frontages and partially

3 No minimum number of public spaces is required per the PDSP approval. However, the PDSP provides for evening and weekend public parking in this garage—80% of the total spaces from 6 pm to 8 pm on weekdays, and 90% of the total spaces after 8 pm on weekdays and on weekends and holidays.

SP #106 PDSP Amendment & Final Site Plan - 4 -
Randolph Square

PLA-4386
along the west elevation facing a plaza. The northern side of the building would be three stories along 28th Street South, with the remainder of the building set back more than 30 feet from the 28th Street facade, which meets the step back requirement of the PDSP for this building. Office lobby entrances would be located on the east and west sides of the building, facing South Randolph Street and the plaza. The South Randolph Street entrance would be embellished to the roof with a distinct design. The corners of the building would be slightly rounded to reflect the buildings at the three other corners of the intersection of 28th and Randolph Streets, with a more rounded design on the three story element at the corner. The plaza entrance would have a one-story entrance design. Ground floor retail would be deep and would face the plaza and both street frontages. The remainder of the ground floor would comprise the core functions in the center of the building, and loading and other mechanical and building function spaces in the southwest corner of the building.

The parking garage structure, as approved in the PDSP, would be located to the west of the office building with a plaza between. The garage would be partially screened from the new blocks of 28th Street South and South Stafford Street by a new residential building and the new library and theater. With the original design, the garage structure would be constructed with a combination of precast concrete panels with horizontal openings where the garage faces the Windsor apartments and the southern part of the plaza, and solid precast concrete panel walls along property lines shared with other buildings and the library/theater plaza. Planter boxes with hanging ivy would be provided on all garage levels on the south side of the alley facing the Windsor apartments. The applicant has agreed to provide automatic watering sources for the planters, as specified in Condition 13.f. The applicant has been working to revise the plans in order to achieve a façade design for the garage that complements the buildings adjacent to it and that meets the intent of the PDSP. Pedestrian access would be from the new plaza and from the library plaza currently under construction. Two vehicular access points would be from an alley running along the south edge of the office and garage buildings that connects to South Randolph Street. The office building loading docks would be accessed from this alley as well. As discussed in the Transportation section below, the PDSP approval set a minimum width for the alley, as well as a minimum distance from the garage to the existing Windsor apartments to its south, which have been met in the applicant’s proposal.

The amount of retail space requested, 16,472 square feet, exceeds the un-allocated amount approved through the PDSP (8,255 square feet). The applicant proposes to make up the difference in two ways. First, some of the retail approved to be built with the residential site plan has not been used, and the applicant proposes to reallocate this to the office building. Second, the hotel developer that is designing the remaining phase of the PDSP, has concluded that not all of the 150 hotel rooms approved in the PDSP will be requested. The office developer is requesting a minor amendment to the PDSP to convert eight hotel rooms to their equivalent in commercial GFA for use as ground floor retail in the office building. The hotel developer is proposing to build the remaining 142 rooms. The following table summarizes the current and proposed PDSP densities for Parcel 3.
### LEED Scorecard

The applicant has agreed to achieve a minimum of 23 LEED points, using the Core & Shell scorecard, in the proposed project. Condition #69 addresses the applicant’s LEED scorecard and implementation of “green building” measures in the proposed project.

### TRANSPORTATION

The Master Transportation Plan classifies both 28th Street South and South Randolph Street as neighborhood-minor streets. Other arterial streets in the area include Interstate 395 (Shirley Highway) – a controlled access facility, Quaker Lane and Shirlington Circle – principal arterials, South Arlington Mill Drive and Shirlington Road – minor arterials. Adjacent to the site, 28th Street South and South Randolph Street are constructed to varied widths but generally provide a single travel lane in each direction, separated by a raised landscaped median. On-street curb lane parking is allowed along both sides of 28th Street South and South Randolph Street.

All-day, non-directional traffic counts for several streets near the site are detailed below. As shown below, traffic counts in the area have been relatively stable over the past several years.

---

<table>
<thead>
<tr>
<th>Use</th>
<th>Approved</th>
<th>Used</th>
<th>Available</th>
<th>Proposed</th>
<th>Change$^4$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel 3 Residential</td>
<td>400 units</td>
<td>400 units</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Parcel 3 Office</td>
<td>195,000 s.f.</td>
<td>0</td>
<td>195,000 s.f.</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Parcel 3 Hotel</td>
<td>150 rooms</td>
<td>142 rooms</td>
<td>- 8 rooms</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parcel 3 Retail</td>
<td>52,500 s.f.$^8$</td>
<td>40,646 s.f.</td>
<td>11,854 s.f.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail approved with residential site plan</td>
<td>44,245 s.f.$^6$</td>
<td>40,646 s.f.</td>
<td>3,599 s.f.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail unallocated</td>
<td>8,255 s.f.</td>
<td>0</td>
<td>8,255 s.f.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail for proposed office site plan</td>
<td>11,854 s.f.</td>
<td>16,472 s.f.</td>
<td>4,618 s.f.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

$^4$ Per “C-O-1.5” zoning, at 110 hotel rooms/acre, 8 hotel rooms require 3,168 s.f. of site area. At 1.5 FAR, 3,168 s.f. of site area would support 4,752 s.f. of retail GFA.

$^5$ This does not include 20,060 s.f. for cinema, which already existed at the time of the 2000 PDSP amendment.

$^6$ An additional 7,880 s.f. of bonus retail space (above the 44,245 s.f.) was approved in Sept. 2003 to be used exclusively for a grocery store.

---

**Randolph Square**

---

**PLA-4386**
### All Day Non-Directional Traffic Volumes

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Abingdon (north of 31&lt;sup&gt;st&lt;/sup&gt; St.)</td>
<td>3,675</td>
<td>3,705</td>
<td>3,780</td>
<td>4,115</td>
<td>NA</td>
</tr>
<tr>
<td>S. Arlington Mill Dr. (north of 29&lt;sup&gt;th&lt;/sup&gt; St.)</td>
<td>12,295</td>
<td>11,680</td>
<td>NA</td>
<td>NA</td>
<td>11,039</td>
</tr>
<tr>
<td>S. Quaker Lane (north of 32&lt;sup&gt;nd&lt;/sup&gt; Rd.)</td>
<td>23,165</td>
<td>21,935</td>
<td>23,630</td>
<td>23,425</td>
<td>NA</td>
</tr>
<tr>
<td>S. Randolph St. (south of Arl. Mill Dr.)</td>
<td>4,190</td>
<td>3,850</td>
<td>NA</td>
<td>4,175</td>
<td>NA</td>
</tr>
<tr>
<td>S. Shirlington Rd. (at Four Mile Run)</td>
<td>22,790</td>
<td>19,125</td>
<td>21,645</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>S. Wakefield St. (south of 36&lt;sup&gt;th&lt;/sup&gt; St)</td>
<td>5,930</td>
<td>4,610</td>
<td>NA</td>
<td>NA</td>
<td>3,065</td>
</tr>
<tr>
<td>S. Wakefield St. (north of 36&lt;sup&gt;th&lt;/sup&gt; St)</td>
<td>1,935</td>
<td>2,060</td>
<td>NA</td>
<td>NA</td>
<td>1,532</td>
</tr>
<tr>
<td>28&lt;sup&gt;th&lt;/sup&gt; St (west of S. Quincy St.)</td>
<td>NA</td>
<td>3,130</td>
<td>NA</td>
<td>2,170</td>
<td>NA</td>
</tr>
<tr>
<td>31&lt;sup&gt;st&lt;/sup&gt; St. (east of S. Abingdon St.)</td>
<td>4,410</td>
<td>4,345</td>
<td>4,255</td>
<td>4,610</td>
<td>5,260</td>
</tr>
<tr>
<td>31&lt;sup&gt;st&lt;/sup&gt; St. (west of S. Abingdon St.)</td>
<td>2,850</td>
<td>2,670</td>
<td>2,355</td>
<td>2,185</td>
<td>NA</td>
</tr>
<tr>
<td>34th St. S. (west of S. Wakefield St.)</td>
<td>3,055</td>
<td>2,910</td>
<td>2,650</td>
<td>2,910</td>
<td>NA</td>
</tr>
</tbody>
</table>

**NA – Not available**

**Trip Generation:** 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 subject office building was estimated to generate approximately 347 AM and 320 PM peak hour vehicle trips, based on Institute of Transportation Engineers (ITE) Trip Generation Manual (6<sup>th</sup> Edition). The TIA analysis found that the intersections would continue to provide an acceptable level of service in the future as shown below.
Peak Hour Intersection Level of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Randolph St. &amp; Arlington Mill Drive</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>Randolph St. &amp; 28th St.</td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>Randolph St. &amp; Site Driveway</td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>Randolph St. &amp; Quincy Tower Site Garage Entr.</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>Randolph St. &amp; 31st St.</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>

During the public review of the proposed site plan, a number of comments and suggestions for specific conditions were identified for staff and the applicant’s consideration. One suggestion was for the developer to conduct a post occupancy traffic study to identify and mitigate impacts generated by the development on the adjacent streets. Two specific site plan conditions address this request. The Transportation Demand Management (TDM) Program (Condition #48.q.) requires the building management company for Randolph Square to conduct a performance monitoring study for the site two years after the first Certificate of Occupancy to assess the effectiveness of the TDM program. Prior to the TDM review, Condition #76 requires the developer to conduct an update to the site’s Traffic Impact Analysis report by collecting driveway volume data for comparison with the TIA’s estimates. Federal Realty Investment Trust (FRIT) previously agreed to contribute $200,000 to the County to be used toward implementation for traffic calming measures in the Fairlington/Shirlington and Nauck areas. At this point, FRIT will have contributed $175,000 of the $200,000.

Loading Bay and Parking Garage Access: Access to the site’s parking garage and loading dock is proposed via a single driveway entrance located off of South Randolph Street, adjacent to the southern property line of the building. As approved in the 2000 PDSP amendment, this driveway provides the sole access point serving the six-story 762-space parking structure (including 200 retail parking spaces) serving Randolph Square office tenants, Village at Shirlington retail patrons, and shared access to the Windsor Apartments parking garage.

The applicant is proposing an office parking supply ratio of one space per 346 square feet. The proposed parking supply ratio is generally consistent with other office buildings in Shirlington and is consistent with the parking ratios anticipated in the PDSP. The approved PDSP requires the majority of the spaces in the garage be provided for public use in the evenings and on weekends and holidays. Between the hours of 6:00 p.m. and 8:00 p.m. on weekdays, 80 percent of the parking spaces (609 spaces) shall be available for retail and visitor parking. After 8:00 p.m., the number of spaces for retail and visitor parking increases to 90 percent of the garage spaces (685 spaces).

As provided in the PDSP, the site driveway is proposed to be constructed to a 33-foot width between the face of curbs providing three, 10-foot wide travel lanes (one inbound, two outbound lanes) plus curb and gutter along both sides of the drive. In addition to facilitating egress from the site with the two outbound lanes, the driveway width is also needed to accommodate delivery vehicle access to the loading dock.

SP #106 PDSP Amendment & Final Site Plan - 8 -
Randolph Square

PLA-4386
West of the loading area, the driveway narrows to approximately a 24-foot width section, providing two 10.5-foot wide travel lanes plus curb and gutter. The 21-foot wide travel way also provides access to the Windsor loading dock which is located adjacent to the southern edge of the travel way. West of the Windsor Apartment building loading dock, the curb to curb section widens to approximately 35 feet to accommodate delivery vehicles along the south side of the driveway.

During public review of the proposed project, community members recommended a loading management plan for all of Shirlington. With the proposed site plan, staff recommends a loading management plan for the office building and has incorporated language to that effect into Condition #37.

**Streetscape and Sidewalks:** The Randolph Square office building has site frontage along both 28th Street South and South Randolph Street. The applicant’s proposed streetscape sections are consistent with the urban design guidelines contained in the Shirlington Design Book and adopted as an element of the approved PDSP.

28th Street South is currently under construction and anticipated to be opened to traffic shortly. It provides access to the previous final site plan approvals for Parcel 3 that include the Shirlington Library, Signature Theater, and the mixed-use residential/retail development. The street improvements include a single travel lane in each direction separated by a 12-foot wide raised landscaped median. On-street parking is also provided along both sides of 28th Street.

South Randolph Street is proposed to remain at its present cross-sectional width, providing a single travel lane in each direction separated by a raised landscaped median. On-street parking and bike lanes are also proposed along South Randolph Street adjacent to the site.

**Street Lighting:** The redevelopment of the Village at Shirlington, first begun in the early 1980s, has resulted in installation of a variety of street light facility styles over the years. The original developers installed the thoroughfare style "Cobra" street light poles along the Arlington Mill Drive frontages of the site. The adopted Shirlington Design Book details a special Victorian style double globe street light through the interior streets of the development which are maintained by the developer. The final site plan approvals for parcels 2 (Alexan Shirlington/IO Piazza) and parcel 3 (Residential/Retail/Streetscape) required installation of the County’s standard “Carlyle” street light poles along the Arlington Mill Drive frontages of the respective sites. Consequently, two blocks between those sites contain the old thoroughfare street light poles. The final site plan for the hotel will upgrade the street lights on the block between South Randolph and South Stafford Streets, leaving only the block between South Randolph and South Quincy Streets. Staff’s preliminary cost estimate to install Carlyle lights on this block is approximately $37,000. As a condition of final site plan approval for the subject site plan and approval of the requested PDSP amendment to convert hotel density to retail in the proposed Randolph Square office building, staff recommends that the developer fund the installation of new Carlyle street lights along the south side of Arlington Mill Drive between South Randolph and South Quincy Streets. The applicant has not agreed to fund these street lights.
Community members stressed the need for adequate lighting in the driveway between the proposed buildings and the Windsor apartments for the safety of pedestrians in the driveway. Condition #27 includes language providing for such lighting, and the developer has agreed.

Pedestrian Access: Improvements to the public sidewalks adjacent to the site are proposed along all four sides of the office building. A minimum 18-foot wide sidewalk (measured from the back of curb) is proposed adjacent to the 28\textsuperscript{th} Street and South Randolph Street frontages of the site.

As noted, 28\textsuperscript{th} Street South is under construction with the previous phase and includes street trees in tree grates adjacent to the back of curb and a 10-foot wide clear, unobstructed concrete paver sidewalk. Street trees in tree pits (adjacent to the back of curb) are proposed along the South Randolph Street frontage of the site. The applicant has proposed to provide a minimum 11-foot wide clear, unobstructed scored concrete and paver sidewalk adjacent to South Randolph Street. Staff recommends that the applicant provide a minimum six-foot wide poured or scored concrete sidewalk along the South Randolph Street frontage. Concrete pavers could be provided within the adjacent landscape/furniture zone and in the shy zone adjacent to the building façade.

The applicant has proposed to provide a landscaped pedestrian plaza located between the office building and the parking garage. The plaza provides access between the parking structure and office building as well as a pedestrian way between the Windsor Apartment site and the retail center along 28\textsuperscript{th} Street South. The plaza is heavily landscaped and includes canopy trees, plantings and pedestrian amenities, including benches. The applicant’s proposed streetscape materials are principally concrete pavers. Staff recommends that the applicant provide a minimum five-foot wide poured or scored concrete sidewalk through the plaza, linking the parking garage, the office building, 28\textsuperscript{th} Street South, and the site access drive sidewalks.

The applicant has also agreed to construct new streetscape along the south side of the site access drive adjacent to the Windsor Apartment site. A 10-foot wide streetscape section including a five-foot wide planting strip adjacent to the back of curb and a five-foot wide concrete sidewalk would be constructed from South Randolph Street to the side pedestrian entrance adjacent to the loading dock.

Construction Phasing and Staging Plan: The applicant has not yet developed a construction phasing management plan that also addresses the interim loss of the existing surface parking spaces as a result of construction of the parking garage and office building. A parking phasing plan provided with the residential/retail site plan was anticipated to be updated as needed, as other parking resources are taken out of service during construction. Staff will obtain such an update to the interim parking plan. Staff also recommends language in Condition #6 that calls for the applicant to provide and maintain a minimum six-foot wide sidewalk along the site frontages at all times unless approved otherwise by the County Manager.

Public Transit: Third only to Ballston, Shirlington is an outstanding location for Metro bus service for travel within the County. Three cross-county and two radial bus lines converge, to provide very frequent service to a variety of destinations within Virginia. Metrobus Route 10 provides service between the Pentagon and Hunting Towers to the south and Seven Corners and north Arlington via the Ballston Metrorail Station. Metrobus Routes 25 and 22 provide service...
to the Pentagon via the Ballston Metrorail Station. Metrobus Route 23 provides service between McLean and Crystal City via the Ballston Metrorail Station. Metrobus Route 7 provides service between Lincolnia/Landmark and the Pentagon. On weekdays, 424 buses provide service through Shirlington from many destinations and corridors with additional destinations available with transfers between routes either within Shirlington or at major transfer centers, such as the Ballston and Pentagon Metrorail Stations. Approximately 1,000 boardings and alightings occur in Shirlington at the bus stops located in the 2700 block of South Quincy Street (adjacent to the WETA office Building) making it the third busiest bus hub in Arlington County.

ART Route 82 service is available across South Randolph Street from the site and provides service between Shirlington, the Nauck neighborhood and the Pentagon City Metrorail Station. Metrobus and ART route service changes are being planned at this time for the opening of the Shirlington Bus Transfer Center (described below). Currently the ART 82 service operates in a clockwise direction on South Randolph Street in the northbound direction. With the opening of the bus transfer center, bus service is anticipated in both directions on South Randolph Street. To encourage transit use by employees at the site and appropriately space bus stops throughout the Shirlington area, staff recommends the provision of a bus shelter and amenities adjacent to the site on South Randolph Street at 28th Street. Staff recommends, but the applicant does not agree, to a one time contribution of $8,000 for the construction of a new shelter and bench as stated in the TDM condition, #48.c. The applicant objects to the location of the shelter adjacent to the proposed project’s retail space, rather than to the amount of the contribution.

Shirlington Bus Transfer Center: To encourage increased transit usage, visibility, safety and comfort for residents, employees and retail customers in the Village at Shirlington, an off-street bus transfer facility is planned to be constructed nearby at the intersection of South Randolph Street and 31st Street South. The bus transfer facility (currently in final design) has been developed to provide an attractive, functional off-street center with a weather protected exterior and climate controlled interior waiting areas, a transit store/retail site, facility office, community service and passenger information systems, landscaping and public art site opportunities. Construction is anticipated to begin the summer of 2006, and to take approximately one year.

Bicycle Access: The Shirlington area is conveniently located in south Arlington with access to the County’s bike trail system. The Four Mile Run Bike Trail is an off-street trail located across Arlington Mill Drive that connects with the Mount Vernon Trail to the east and the Custis Memorial Parkway, Washington and Old Dominion and Bluemont Trails to the west. Several other bike routes and bike lanes are located nearby. An on-street bike lane is planned to be implemented along South Randolph Street between 31st Street South and Arlington Mill Drive. An on-street bike route is signed along 31st Street and connects the Fairlington residential neighborhood with Shirlington and the City of Alexandria via the Wayne Anderson Trail connection over Shirley Highway. A new off-street trail connection is planned to link the Four Mile Run Trail at South Glebe Road and West Glebe Road with the Shirlington area trails using grade separated crossings under I-395 and West Glebe Road.

Transportation Demand Management (TDM) Program: Consistent with site plan development and the County’s adopted TDM Policy, should the site plan be approved, staff recommends that the developer implement a TDM program to discourage single occupant vehicle travel to the site
and to lessen the impact of the development on the local transportation system. Staff recommends that the applicant implement the standard TDM strategies that are briefly summarized below and specified in Condition #48:

- **Transportation Coordinator:** The applicant would designate a member of the building management team who would be responsible for implementing the traffic mitigation and parking management program for the employees and act as a liaison to the County’s transportation planning staff and the Commuter Assistance Program (CAP). In addition, the developer would contribute $5,000 per year for 10 years to the commuter assistance program for ridesharing promotion and administrative activities in the Shirlington area.

- **Rideshare Strategies:** Several strategies would be implemented to encourage group riding. Building management and CAP would promote ridesharing and transit use to employees and tenants by displaying ridesharing promotional material in the building and providing computerized ridematching services to the employees. The material would include, but not be limited to, transit information, routes, schedules, fare media, and ridesharing brochures.

- **Parking Strategies:** Parking management strategies such as preferential parking (reserved) parking spaces near elevators and subsidized parking rates for vanpools and commuters who arrive outside the peak period, would be implemented to encourage ridesharing and off-peak commuting. Preferential parking rates would be provided to carpools and vanpools to encourage group riding. Vanpools would park for free and three-person carpools would receive a parking subsidy.

- **Transit Subsidy:** Transit subsidies would be provided to employees, promoting a public transit alternative for commuting to the site. Staff recommends that a promotional subsidy of $65 per month per employee for a six-month period be provided to new tenant employees.

**UTILITIES:** Adequate water and sanitary sewer system capacity is available to serve the proposed office development. A “Master Utility Plan” was developed and approved for the Shirlington PDSP, detailing specific water and sanitary sewer main, and storm sewer improvements to be constructed by the developer to provide adequate infrastructure for the development. The adopted Master Utility Plan was constructed with previous phases of the development and is complete.

The Master Utility Plan also recommended the removal of all aerial utility lines within the Shirlington PDSP boundaries. All aerial utilities within Parcel 3 of the subject site area (Shirlington west of South Randolph Street) have previously been removed. Consistent with site plan development and the Underground Utility Policy, new site plans and major amendments have included a contribution to the Underground Utility Fund of $50,000 per acre of site area. These funds are utilized to enable the County to fund underground utility projects along other undeveloped properties in the area. Staff recommends in Condition #5, and the applicant agrees, that this approval be subject to a contribution of $125,438 ($50,000 x 2.50877 acres.)
DISCUSSION:

Adopted Plans and Policies: As described above, the site is subject to an approved Phased Development Site Plan, as well as more detailed concepts set forth in the Shirlington Design Book. The applicant meets the PDSP requirements for use, density, height, parking, and building footprints. The one request to vary from the approved PDSP is for the conversion of eight hotel units to its equivalent in retail space, 4,752 square feet. However, the proposed ground floor location for this retail was shown in the Shirlington Design Book. Without this additional retail, there is not sufficient uncommitted retail remaining to fill all street frontages of the proposed office building with deep retail space. Since part of the goal for Shirlington planning has been to activate streets with retail space, staff supports the concept of maximizing use of ground floor space for this purpose. The underlying landowner and the hotel developer also support this change. The other change, which is not inconsistent with the PDSP approval, is that the applicant proposes to construct 47 additional public parking spaces in the garage beyond the number approved in the 2000 PDSP amendment. Since these spaces fit within the PDSP approval for the footprint and height of the garage, staff supports this addition.

Design and Site Layout: The proposed site layout matches that approved with the PDSP. The most significant issue for this final site plan is the design of the office and garage buildings and how well the design meets the intent of the PDSP and Shirlington Design Book. The developer has made a variety of changes to the office building façade as a result of staff, community, and Site Plan Review Committee comments. The changes have included additional detailing and treatment of the windows and exterior columns. They made the building more visually attractive and made it fit better within the existing and newly constructed fabric of Shirlington. However, final color drawings have not been submitted, so staff has not had the opportunity to fully evaluate the changes. The proposed garage is one of the last three buildings to be finally approved for Shirlington, and it needs to fit appropriately into the fabric of the other buildings in Shirlington. In fact, the Shirlington Design Book devotes a page to the design concept for garages in Shirlington, stating, “The visual impact of parking garages will be mitigated through landscaping and attention to detail in the design….The final design of each parking garage, including its character, screening, and rooftop treatment will be appropriate to the adjacent uses and will be determined at 4.1 Final Site Plan approval.” The applicant has proposed to embellish the opaque garage facades by adding vertical concrete elements to the northern and eastern elevations and painted metal trim at the pedestrian entrance from the library plaza. In addition, the applicant has incorporated horizontal reveals and a painted railing on the concrete panels on the open east and south elevations. However, additional concerns have been expressed regarding views of the garage from the Windsor apartments and the possibility of increasing the plantings at the roof level.

Density and Height: The proposed office building would have 195,000 square feet of office gross floor area and be nine stories high, as approved in the PDSP. The applicant also proposes to fill both the Randolph and 28th Street frontages of the building with retail, which was shown in the Shirlington Design Book, although the precise amount of retail for this building was not specified. The proposed density and height are consistent with the 2000 PDSP approval.

Landscaping: The proposed project includes a small landscaped plaza between the office building and garage, as approved in the PDSP and shown in the Shirlington Design Book. The
plaza would have entrances to both the office building and garage, as well as access through the site from 28th Street to the driveway/alley between the proposed project and the Windsor apartments. Due to the change in grade within the site, the plaza is at a lower level adjacent to the Windsor apartments, with stairs and a ramp to reach the driveway/alley. All building entrances, as well as the 28th Street sidewalk, are on a level grade. The applicant has agreed, in Condition #70, to grant a public access easement to the County for this plaza.

The streetscape along 28th Street South has been approved and constructed per the final site plan for all the residential development now nearing completion in Parcel 3 (area west of South Randolph Street). The applicant has proposed to provide a minimum 18 foot wide sidewalk, on South Randolph Street, consistent with the sidewalk section shown in the Shirlington Design Book. In addition, the applicant has designed a sidewalk that wraps the corner of South Randolph Street with the driveway/alley along the south edge of the site and runs west, past the plaza between the office and garage, to the easternmost vehicular entrance to the garage. Based on community concerns, the applicant has also proposed to construct a sidewalk from South Randolph Street along the northern edge of the Windsor apartments as far west as the Windsor’s exterior loading area. This sidewalk should allow the majority of Windsor residents who use exit doors along the driveway/alley to access the Village at Shirlington to the north. In addition, a painted crosswalk would lead from this sidewalk to the sidewalk on the northern edge of the driveway/alley and to the plaza. Trees would line the driveway/alley along this sidewalk and along the southern edge of the parking garage, softening the visual impact for residents of the Windsor apartments, and consistent with the intent of the Shirlington Design Book.

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

**Public Art:** The PDSP provides for each final site plan to contribute to public art consistent with the Shirlington Public Art Master Plan. Staff recommends that the applicant make a monetary contribution to be used for completing public art already planned and under construction at the library/theater plaza. While the applicant agrees to make a public art contribution for this purpose, the applicant proposes a contribution of $50,000, substantially less than the $75,000 that has become more common for all but the smallest site plans.

**Affordable Housing:** Condition #22 of the 2000 PDSP amendment provided for an affordable housing contribution to be made with each final site plan, in the amount of one percent of above ground construction costs for commercial development. The applicant has agreed to contribute the amount required by the PDSP. The applicant has not agreed to the interpretation that the County’s new affordable housing ordinance applies.

**LEED Score:** The applicant proposes to be one of the first developers to make use of the new Core and Shell LEED scorecard, which was designed for projects such as the proposed office building, where the developer does not have ultimate control of interior build-out. This scorecard has fewer total points than does the scorecard that Arlington County has been using, and certification is possible at slightly lower point totals, due to the lower overall number of points available. The applicant proposes to achieve a minimum of 23 points on the Core and Shell scorecard, which is the minimum number eligible for certification, and which is consistent
with the Planning Commission’s recommendation.

**Modification of Use Regulations:** The applicant has requested modifications of use regulations for exclusions of tenant storage and for rooftop signage.

Staff typically supports requests to exclude below grade storage, because it has no impact on the bulk or impact of a new building. However, the proposed project is all above-grade. Even though the request for exclusion is in the garage, storage space could contribute to building bulk. Therefore, staff does not support this request.

The applicant’s second modification of use regulations request is for one rooftop sign. The sign would be located at the top of the ninth level of the proposed building, on the northernmost end of the east elevation, facing South Randolph Street and the old block of 28th Street South. The highest point of the proposed sign would be 129 feet—5 ½ inches above average site elevation. The “Shirlington Village Comprehensive Sign Plan and Sign Guidelines”, approved in January 2005, gives guidance for rooftop signs, which require County Board approval. The relevant section states:

**Rooftop Signs:** Major tenant, project or building identification signs located above thirty-five (35) feet on the building are classified as rooftop signs and will require a site plan amendment. Each building will have no more than one tenant identified as the major tenant. These signs should be designed to be compatible both with the architectural style of the building and with other project signs. Restrained design of letterforms and subdued colors of illumination (blue, green and white as opposed to red or yellow, for instance) will be strongly encouraged. Letter height for rooftop signs will be limited to six (6) feet. No more than two (2) rooftop signs for the major tenant will be permitted. The total permitted area of rooftop signs for any building will be computed on the basis on one (1) square foot of sign area for each one (1) linear foot of building wall width measured along the street frontage. The permitted area for rooftop signs will not count against the total sign area permitted for other types of signs or the project.

The requested rooftop sign would have maximum dimensions of five feet high by 44 feet wide, for a maximum total area of 220 square feet. The linear frontage of the building wall along the street frontage is over 271 feet. The sign request is consistent with the applicable sign guidelines stated above. Condition #47 requires the specific sign request to conform to the approved guidelines for rooftop signs in Shirlington.

**COMMUNITY PROCESS:** The applicant has attended three meetings of the Site Plan Review Committee, on March 27, 2006, May 1, 2006, and May 22, 2006. The applicant has also held meetings with community members, as well as with the Fairlington Citizens’ Association and a Fairlington/Shirlington group.

**Transportation Commission:** The Commission met on June 22, 2006 and voted unanimously to recommend approval of the final site plan and related amendment to the PDSP as recommended in the staff report with the following additional amendments:

1. Provide a continuous level, full width sidewalk along the north side of the service drive from the plaza to the western property line. **Staff response:** Staff does not agree that a
sidewalk is needed in this location, since more direct routes within the garage lead to the two pedestrian entrances that access 28th Street South. In addition, Shirlington has very little greenscape, and adding a sidewalk would reduce the greenscape on the south side of the garage by half. However, if the County Board wishes to include this sidewalk, the following sentence should be added to the end of Condition #18 (Site Driveway section):

Adjacent to the parking garage, a minimum 10 foot wide streetscape measured from the back of curb, including a minimum five-foot wide sidewalk and a five-foot wide planting strip planted with 4 to 4 ½ inch caliper street trees, the species of which shall be determined prior to approval of the final landscape plan, and such ground cover as liriope muscarii, hypericum, calycinum (Aarons Beard), or juniperius conferta (Shore Juniper), placed approximately 30 feet apart on center.

2. The applicant should contribute the funds for the installation of a new bus stop and shelter on South Randolph Street at either of the two locations identified by staff. Staff response: The Transit Planning Team prefers the bus stop to be located as planned at the south side of 28th Street South and shown in the adopted Shirlington Design Book. The applicant has not agreed to this location.

Planning Commission: The Planning Commission heard this item at its June 26, 2006 meeting. The Commission voted unanimously to recommend approval of the PDSP amendment and final site plan with several conditions. These include:

1. Include additional standards for sidewalk cafes, as are being developed for the remainder of Parcel 3, in Condition #65. Staff Response: Since the standards for sidewalk seating in the remainder of Parcel 3 have not been finalized yet (for instance, regarding details of barriers), and with agreement by the applicant, language referencing the standards to be imposed in Parcel 3 has been added to Condition #65.

2. In Condition #37, a copy of the loading management plan should be provided to the Fairlington-Shirlington Neighborhood Conservation Advisory Committee representative instead of to the Fairlington Citizens Association. Staff Response: The applicant agrees, and this change has been made.

3. Condition #64, regarding shared parking, should have language requiring clear signage describing the spaces that are available to the public and the times of availability. Staff Response: The applicant agrees, and language to that effect has been added.

4. The LEED score should be a minimum of 23, to reach the level that could be certified under the Core and Shell LEED program. Staff Response: Staff and the applicant agree, and Condition #69 now reflects this level.

5. In Condition #76, a copy of the post-occupancy traffic counts should be provided to the Fairlington-Shirlington Neighborhood Conservation representative. Staff Response: The applicant agrees, and that language has been added.

6. The applicant should enhance both the center of the west elevation of the office building to provide a vertical architectural break in the building mass and the pedestrian entrance to the garage from the library plaza. The applicant has made these revisions, which are reflected in the June 28, 2006 plans. Staff needs additional time to evaluate the changes in the proposal. Additional renderings have been requested but have not yet been received from the applicant.

SP #106 PDSP Amendment & Final Site Plan - 16 -
Randolph Square

PLA-4386
7. The PDSP should include a condition “to conduct a study one year after occupancy of Randolph Square to determine the level of service (LOS) at all the intersections surrounding the Village at Shirlington on Arlington Mill Drive, Shirlington Road, Quincy Street, and the Shirlington Traffic Circle (I-395).” The purpose of the study is to assess the accuracy of the TIA planning assumptions. **Staff response:** The applicant and FRIT do not agree to this request, and staff is still evaluating the benefits and costs associated with the condition.

The applicant has agreed, in Conditions #76, to conduct traffic counts of vehicles entering and exiting the parking garage and the intersection of the site driveway and South Randolph Street. The information would be shared with the Fairlington-Shirlington Neighborhood Conservation representative as requested. In addition, the applicant is also required to conduct a transportation performance monitoring study of the site as an element of the Transportation Demand Management Program (Condition #48). As previously noted, FRIT has agreed to contribute $200,000 to address traffic calming measures.

8. The PDSP should require a truck management plan for the entirety of the Village at Shirlington to address deliveries. The purpose of this condition would be to minimize loading traffic from the central streets in Shirlington. **Staff Response:** The applicant does not agree to this condition, and staff needs additional time to evaluate it.

**CONCLUSION:** The applicant has followed the basic requirements of the PDSP approval for the proposed office building and garage. The applicant has been making design revisions. However, final color drawings have not yet been available, so staff does not yet have a final assessment of the proposed project’s appropriateness for its location and whether it meets PDSP requirements for design. Staff generally supports the PDSP amendment request to convert eight hotel rooms to their equivalent density in retail space in order to maximize ground floor retail in the proposed office building, as long as the building’s design meets PDSP requirements for quality. In addition to evaluating the most recent designs, staff is still negotiating with the developer regarding certain site plan contributions, including the public art, affordable housing, Carlyle lights on Arlington Mill Drive, and a bus stop location, in addition to two PDSP conditions recommended by the Planning Commission. Since these items are still outstanding, staff recommends deferral of the PDSP amendment and site plan request to the September 16, 2006 County Board meeting. However, if the County Board wishes to approve the site plan, conditions recommended by staff are attached to this report.
STAFF-RECOMMENDED CONDITIONS:

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

- The following Conditions of site plan approval (#1 through #12) are valid for the life of the site plan and must be met by the developer before issuance of the Clearing, Grading and Demolition Permit.

1. Site Plan Term
   The developer (as used in these conditions, the term developer shall mean the owner, the applicant and all successors and assigns) agrees to comply with the standard conditions set forth below and as referenced in Administrative Regulation 4.1 and the revised plans dated June 28, 2006 and reviewed and approved by the County Board and made a part of the public record on July 8, 2006, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by the developer and accepted by the County Board or vice versa.

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

2. Pre-Construction Meeting
   The developer agrees to conduct a pre-construction meeting, and to coordinate participation in the pre-construction meeting by the developer and its construction team, and relevant County staff. Relevant County staff will include staff from the Departments of Community Planning, Housing and Development (DCPHD) Planning, Zoning, Inspection Services; Transportation (DOT); Parks, Recreation and Community Resources (DPRCR); Environmental Services (DES) and other departments as determined by the County Manager, prior to the issuance of any permits for the site plan. The purpose of the pre-construction meeting is to discuss the requirements of the site plan conditions.

3. Tree Protection and Replacement
   a. The developer agrees to complete a tree survey, which shows existing conditions of the site and locates and identifies all trees which are four (4) inches in diameter or greater. The survey shall include any tree on adjacent sites whose dripline extends onto the subject site.
b. The developer agrees to file and implement a tree protection plan which will
designate any trees proposed to be saved by the developer. Trees designated to be
saved on the tree protection plan, or those specified to be saved by the approved
site plan and shown on any filing in connection with this case, will be protected.
This plan shall include any tree on adjacent sites whose dripline extends onto the
subject site. The tree protection plan shall be developed by a certified arborist or
other horticultural professional with a demonstrated expertise in tree protection
techniques on urban sites and shall be submitted and approved, and found by the
County Manager to meet the requirements of this site plan, before the issuance of
the Clearing, Grading and Demolition Permit. At a minimum, this plan shall
include:

1. A site grading plan at two (2) foot intervals, including the location of all
   proposed improvements and utilities.
2. Detailed specifications for any tree walls or wells proposed.
3. A description of how and where building materials and equipment will be
   stored during construction to ensure that no compaction occurs within the
   critical root zone of the trees to be saved.
4. Identification of tree protection measures and delineation of placement of
   tree protection.
5. Any tree required to be saved pursuant to this condition, which dies (any
   tree which is 30% or more dead as determined by the County’s Urban
   Forester shall be considered to have died) prior to, or within ten (10) years
   of, the issuance of the Master Certificate of Occupancy shall be removed
   and replaced by the developer at his expense with the number of major
   deciduous and evergreen trees consistent with the Tree Replacement
   Guidelines and which meet the minimum size and other requirements of
   Condition #14 below, provided, however, that replacement as specified in
   this subparagraph does not relieve the developer of any violation resulting
   from the failure to save identified trees.

c. In addition to saving identified trees, the developer also agrees to replace (in
   accordance with the Arlington County Tree Replacement Guidelines) all trees
   shown on the Tree Survey that are removed as a result of the new construction.
The developer agrees to submit tree replacement calculations and a tree
replacement plan in accordance with the Arlington County Tree Replacement
Guidelines. The tree replacement calculations shall be developed by a certified
arborist or other horticultural professional with a demonstrated expertise in
assessing the condition of trees. Any replacement trees shall conform to the
standards and specifications set forth in Condition #14a below and shall be
installed on the project site or on County-owned land, determined by the County
Manager. The developer agrees to submit and obtain approval of this plan by the County Manager as part of the final site development and landscape plan.

4. **Photographic Record of Development**

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

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

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

a. Before Clearing, Grading and Demolition of the site (shall be submitted before issuance of the Clearing, Grading and Demolition Permit)–Views of north, south, east and west facades, as location permits, of buildings to be demolished, as well as at least one photo of the site before any clearing or grading including the existing physical relationship with adjacent buildings and streets. The photographic record shall also include all historic aspects of the facades of the building to be demolished, consistent with the requirements described in Condition #51 below.

b. Site Clearance (shall be submitted before issuance of the Footing to Grade Permit)–Views of cleared site facing north, south, east and west, as location permits, with adjacent buildings and streets included.

c. Construction Phase (shall be submitted before issuance of the Shell and Core Certificate of Occupancy Permit)–At a minimum, views of the site: during excavation, upon completion of the first floor above grade, at topping out, and during the exterior cladding phase.

d. Site Completion (shall be submitted before issuance of the Master Certificate of Occupancy)–North, south, east and west facades of completed building or buildings, as well as at least one view of completed project in context of adjacent buildings and streets.

The photographic records for which no time is specified above, including the completed compact disc with the entire photographic history, shall be delivered to the Zoning Administrator, before the issuance of a Master Certificate of Occupancy for placement in the County archives.
If the developer uses the "Fast Track" Permit Process, the Site Clearance and Construction Phase photographs shall be submitted before the issuance of the Footing to Grade Structure Permit, or the first Building Permit, whichever comes first. The Construction Phase photographs, showing any construction to grade, shall be submitted before the Final Building Permit. The Construction Phase photographs showing all construction above grade and the Site Completion Photographs and completed compact disc showing the entire photographic history of the site shall be submitted before issuance of the Master Certificate of Occupancy.

5. In addition to funding and constructing the utility undergrounding work, the developer agrees to contribute in the amount specified in Site Plan conditions to the County utility fund before the issuance of the Building Permit or prorated consistent with an approved phasing plan for the development. The total utility fund contribution for this site is $125,438 ($50,000 x 2.50877 acres). These funds may, but need not, be used by the County for the purpose of providing the undergrounding of utilities along the properties which are not redeveloping in this undergrounding district. If the area of the site plan is subdivided, the contribution to be made by each owner shall be based proportionally on the amount of site area allocated to each subdivided parcel. The contribution, if not obligated by the County to pay for utility undergrounding projects within 10 years from the date of payment, will be refunded without any accrued interest to the development owners of record at the time of any refund.

6. The developer agrees to develop and implement (after approval) a plan for temporary pedestrian and vehicular circulation during construction. This plan shall identify temporary sidewalks, interim lighting, fencing around the site, construction vehicle routes, and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during construction. The developer agrees to maintain a minimum six-foot wide sidewalk along the South Randolph Street and 28th Street South frontages of the site at all times, except that the County Manager may approve temporary, short term closures of the sidewalk for reasons including, but not limited to, the installation of facade elements, construction of utilities and streetscape, and other stages of construction that would pose an imminent danger to pedestrians. The developer agrees to maintain lighting around the perimeter of the site at all times where pedestrian or vehicular access is located. Lighting shall conform to the “Arlington County Government Street Light Policy and Planning Guide”. The developer agrees, during the hours of construction, to provide “flagmen” to assist in the direction of traffic along or around a street or driveway any time that any driving lane of such street or driveway is partially or fully blocked due to temporary construction activities. The developer agrees to submit this plan to, and obtain approval of the plan from, the County Manager as meeting these standards, before the issuance of the Clearing, Grading and Demolition Permit. The County Manager may approve subsequent amendments to the plan, if consistent with this approval.

The developer agrees to maintain street surfaces adjacent to the site in a clean, smooth condition without potholes at all times during the construction period. Whenever a significant portion of an adjacent road surface is disturbed for reasons relating to the
construction, including utility work, the developer agrees to repair promptly the disturbed portion(s) of pavement with hot patching to return the road surface to a clean, smooth condition. The developer agrees to insure that the road surface is promptly repaired regardless of whether the excavation work or other damage to the road surface was done by the developer, the developer’s contractors, or private utility companies doing work related to the project. The developer agrees to make reasonable efforts to schedule construction work so that digging in the street surfaces will not occur during the winter months. However, if the road surface is disturbed during the winter months, the developer may temporarily restore the road surface using cold patching and then hot patch the disturbed surface at the earliest opportunity when weather conditions permit. If cold patching is used, it shall be properly maintained and resurfaced as necessary to maintain a clean, smooth road condition. The term “significant portion of a road” is understood to include, but not be limited to, a cut in the road surface that exceeds 10 feet in length or 100 square feet in size. This condition is in addition to any other conditions in this site plan and any County requirements relating to reconstruction and repaving of streets at the completion of construction.

7. Intentionally Omitted.

The developer agrees to coordinate with the Arlington County Relocation Program Coordinator in order to provide each rental household living in either an apartment unit or a single-family dwelling which is displaced by the construction of this site plan, except those who sign initial leases for a unit in the project after the date of this site plan approval, with at least the following:

a. A minimum of 120 days written notice to vacate.

b. Relocation payments, in accordance with the Arlington County Tenant Relocation Guidelines adopted by the County Board and in effect on the County Board date identified in Condition #1.

c. Relocation services in accordance with the Arlington County Tenant Relocation Guidelines adopted by the County Board and in effect on the County Board date identified in Condition #1.

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

8. Intentionally Omitted.
The developer agrees to coordinate with the Department of Economic Development in order to provide the following relocation assistance to all retail tenants under lease as of the date of the approval of the proposed site plan:

a. The developer agrees to keep all retail tenants informed of the redevelopment schedule by providing periodic updates with regard to material changes in the development program for the site, including the phasing of the project, anticipated schedules for eviction, construction and occupancy, and any anticipated material impacts on the tenants while they remain on the site, such as test borings, construction signs and fencing, asbestos removal, disruptions to customer parking and pedestrian paths, and the like.

b. The developer will assist the County to make available to all retail tenants, either directly or through the developer, information on available commercial space in the County, business counseling services and appropriate business courses.

c. The developer agrees to cooperate with the retail tenants by referring tenants who so request to private sources of professional assistance in regard to lease negotiation (i.e., understanding lease terms, trends and negotiation strategy), space planning and other related sources of help.

d. Except for provisions in any lease to the contrary, the developer agrees to maintain the site, structures and systems in good repair and in a businesslike appearance until the last retail tenant vacates or until the notice to vacate expires, whichever comes first.

e. The developer agrees to show compliance with the terms of this condition to the Zoning Administrator before the issuance of the Clearing, Grading and Demolition Permit.

9. The developer agrees to comply with all federal, state and local laws and regulations not modified by the County Board's action on this plan and to obtain all necessary permits. In addition, the developer agrees to comply with all of the agreed-upon conditions approved by the County Board as a part of this site plan approval. The developer specifically agrees that the County has the authority to take such actions as may be necessary, to include the issuance of a stop work order for the entire project, when the developer is not in compliance with the agreed-upon conditions.

10. The developer agrees to file three copies of a site plan and the tabular information form, and digital copies on compact disc in JPEG, PDF, and DXF formats, which complies with the final approval of the County Board and with Administrative Regulation 4.1, with the Zoning Administrator within 90 days of the County Board approval and before the issuance of the Clearing, Grading and Demolition Permit.
11. The developer agrees to comply with the following before issuance of the Clearing, Grading and Demolition Permit and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.

a. The developer agrees to identify a person who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site throughout the hours of construction, including weekends. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, 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 construction hauling route, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The developer agrees to provide documentation to the Zoning Administrator of the date, location and attendance of the meeting before a Clearing, Grading and Demolition Permit is issued. Copies of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project.

c. Throughout construction of the project, the developer agrees to advise abutting property owners in writing of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.

d. At the end of each work day during construction of the project, the developer agrees to ensure that any streets used for hauling construction materials and entrance to the construction site are free of mud, dirt, trash, allaying dust, and debris and that all streets and sidewalks adjacent to the construction site are free of trash and debris.

e. The developer agrees that construction activity, except for construction worker arrival to the construction site and indoor construction activity, will commence no earlier than 7:00 a.m. and end by 6:30 p.m. on weekdays and will commence no earlier than 10:00 a.m. and end by 6:30 p.m. on Saturdays, Sundays, and holidays. “Holidays” are defined as New Year’s Day, Martin Luther King Day, Presidents’ Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans’ Day, Thanksgiving, and Christmas. Indoor construction activity defined as activity occurring entirely within a structure fully enclosed on all sides by installed exterior walls, windows, and/or doors shall end at midnight each day, and any such activity that occurs after 6:30 p.m. shall not annoy or disturb reasonable persons of normal sensitivities. The developer agrees to place a minimum of one sign per street front around the construction site, indicating the permissible hours of construction, to place one additional sign within the
construction trailer containing the same information, to provide a written copy of the permissible hours of construction to all subcontractors, and to require its subcontractors to observe such hours.

f. Storage of construction materials, equipment and vehicles shall occur only on the site or an approved off-site location that complies with the Zoning Ordinance, or as approved by the County Manager. Construction vehicles shall not park, idle, or stand on any street designated (on the Arlington County Department of Environmental Services, Division of Transportation—Planning website) as a “neighborhood minor” or “neighborhood principal” street except that such activity may occur where not otherwise prohibited by law, ordinance, regulation, or other governmental authority along South Randolph Street adjacent to the site.

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

• The following Conditions of site plan approval (#13 through #32) are valid for the life of the site plan and must be met by the developer before issuance of the Excavation/Sheeting and Shoring Permit.

13. The developer agrees to submit to the Zoning Administrator and obtain approval from the County Manager a detailed final site development plan and a landscape plan prior to issuance of the Excavation/Sheeting and Shoring Permit. The final site development plan and landscape plan shall be submitted at a scale of 1 inch = 25 feet, in conjunction with the final site engineering plan as required in Condition #16 below, as well as a vicinity map with major streets labeled. The landscape plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia. The developer further agrees that the final site development plan, the landscape plan, and the site engineering plan shall verify, by means of survey, that there are no conflicts between the street trees and utilities. The developer shall obtain approval by the County Manager for both plans as meeting all requirements of the County Board's site plan approval and all applicable county laws and plans before the issuance of the Excavation/Sheeting and Shoring Permit. The plan shall be consistent with the conceptual landscape plan approved as a part of the site plan, and, at a minimum, shall conform to: the landscaping requirements in Condition #14 below; the Rosslyn-Ballston Corridor Streetscape Standards if applicable; the Sector Plans if applicable; the County's landscaping, planting, and sidewalk and driveway construction specifications; and/or
other applicable urban design standards approved by the County Board. In order to facilitate comparison with the final 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 to also be submitted. The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the site plan approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by DPRCR and DCPHD, and shall be accompanied by the site engineering plan. The installation of all plant materials shown on the final landscape plan shall take place before the issuance of the first Certificate of Occupancy for the respective phase of construction. The final 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 above grade in the setback area between the building and the street.

b. Intake and exhaust garage ventilation grates may not be located within public sidewalks or streets, or within areas between the street curb and any building which is used as a walkway. The developer agrees to provide drawings showing how the garage will be ventilated prior to submission of the post-County Board Administrative Regulation 4.1 drawings required in Condition #10 above. Ventilation grates shall be located and/or screened so as not to be visible from public rights-of-way. The developer shall obtain approval from the County Manager of the location and screening of all ventilation grates as part of the review of the final site engineering plan and the final site development and landscape plan before issuance of the Footing to Grade Permit.

c. The location, dimensions, materials, and pavement pattern, where applicable, for driveways and access drives, automobile drop-off areas, driveway aprons, service drives, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Brick or a concrete unit paver shall be used on the access drives, automobile drop-off areas, plaza areas, and interior walkways and roadways. Interior walkways shall have a minimum width of four (4) feet. All plaza areas shall contain special paver treatments that coordinate in design, color and materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager according to adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the final site development and landscape plan.
d. The location and types of light fixtures for streets, parking, walkway and plaza areas, and associated utilities, as contained in the lighting plan required in Condition #50 below.

e. Topography at two (2) foot intervals, and the finished first floor elevation of all structures, and top-of-slab elevation for any proposed underground structures.

f. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of proposed furnishings for all areas, including but not limited to dimensions, size, style(s), materials(s), finish(s) and manufacturer(s) of seating, bollards, trash receptacles, bike racks, arbors, trellises, and water features, and other landscape elements or structures. The developer agrees to provide a permanent, automatic watering mechanism for the planters located on the south wall of the parking garage beginning upon installation of the plant materials for the life of the site plan.

g. The location and planting details for street trees in accordance with Division of Transportation Standards and Specifications for planting in public rights-of-way and as shown on the approved final site engineering plan.

h. The limits of demolition and construction.

i. Once approved, the final site development and 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.

14. The developer agrees that all landscaping shall conform to Division of Transportation Standards and Specifications and to at least the following requirements:

   a. Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:

      (1) Major deciduous trees (shade or canopy trees such as Oaks, Maples, London Plane Trees, Japanese Zelkovas, etc.) other than street trees–a minimum caliper of 4 to 4 1/2 inches, except as indicated in Condition #18 below.

      (2) Evergreen trees (such as Scotch Pines, White Pines, Hemlocks, etc.)–a minimum height of 7 to 8 feet.

      (3) Ornamental deciduous trees (such as Cherries, Dogwoods, Serviceberries, Hornbeams, etc.)–a minimum caliper of 3 to 3 1/2 inches. Multi-stem trees shall not be less than 10 feet in height.
(4) Shrubs–a minimum spread of 18 to 24 inches.

(5) Groundcover–in 2 inch pots.

b. 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.

c. 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.

d. Soil depth shall be a minimum of four (4) feet plus 12 inches minimum of drainage material for trees and tall shrubs and three (3) feet for other shrubs. This requirement shall also apply to those trees and tall shrubs in raised planters. Soil depth for raised planters shall be measured from the bottom of the planter to the top of the planter wall. The walls of raised planters shall be no higher than seat-wall height (2 1/2 feet, maximum) above the adjacent finished grade.

e. Finished grades shall not exceed a slope of three to one or the grade that existed before the site work began.

f. The developer agrees to maintain the site in a clean and well-maintained condition before the issuance of the Clearing, Grading and Demolition Permit and agrees to secure and maintain the site throughout the construction and phasing process. Further, the developer agrees to submit a maintenance agreement which shall ensure that all plaza areas and other landscaped areas located on private property are kept in a clean and well-maintained condition for the life of the site plan and to follow the terms of that maintenance agreement approved for that purpose by the Zoning Administrator, as required in Section 32A of the Zoning Ordinance.

g. The developer agrees to notify the DPRCR Urban Forester at least 72 hours in advance of the scheduled planting of any street trees in the public right-of-way and to be available at the time of planting to meet with staff of DPRCR to inspect the plant material, the tree pit and the technique of planting. Soil used in the tree pit must meet the specifications for street tree planting available from the DPRCR Urban Forester.

15. The developer agrees to contact all utility companies, including the electric, telephone and cable television companies, and offer them access to the site at the time of utility installation to install their underground cables. In order to comply with this condition the developer agrees to submit to the Zoning Administrator copies of letters from the developer to the utility companies offering them access as stated above. Alternatively, the developer agrees to submit to the Zoning Administrator a letter demonstrating that all required utility installation has been completed.
16. The developer agrees to submit final site engineering plans to the Division of Transportation. The plans shall be drawn at the scale of 1 inch = 25 feet and be 24 inches by 36 inches in size. Neither the Excavation/Sheeting and Shoring permit nor the first Building Permit shall be issued until final site engineering plans which agree with the approved final site development and landscape plans, and the sequence of construction, has been approved by the Department of Transportation, as consistent with all site plan approval requirements and all County laws. Upon completion of the construction of a project, the developer agrees to submit one (1) set of as-built mylar plans for sanitary, storm sewer and water main construction to the Department of Transportation for recording.

17. The developer agrees to show on the final engineering plans pavement, curb and gutter along all frontages of this site in accordance with the then-current Arlington County Standard for concrete curb and gutter and the then-current standards for pavement and according to the following dimensions. The pavement, curb and gutter shall be constructed prior to issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project. The following will guide the street standards:

a. 28th Street South – The face of curb shall remain in its present alignment and location and as shown on the final engineering plan approved by the County Manager.

b. South Randolph Street - The face of curb shall remain in its present alignment and location and as shown on the final engineering plan approved by the County Manager.

c. Site driveway – The driveway shall be constructed to provide a 33-foot width between the face of curbs from the back of the driveway entrance at South Randolph Street to the loading dock and transition to a 24-foot width between the face of curbs to the Windsor Apartments loading dock, and as shown on the final engineering plan approved by the County Manager.

All improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act (ADA) and any regulations adopted thereunder, as well as any other applicable laws and regulations. The developer further agrees that all improvements to curb, gutter, sidewalks, crosswalks, and streets for pedestrian and/or vehicular access or circulation shall be as determined by the County Manager on the final Site Development and Landscape Plan and on the final Site Engineering Plan, in accordance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable urban design standards in effect at the time of final Site Engineering Plan Approval; provided, however, that the provision of such improvements shall not increase the projected cost anticipated for such improvements as shown on the site plan drawings dated June 28, 2006 unless the County provides additional funding to offset such increased cost.
18. The developer agrees that the final sidewalk pattern/design and final selection of materials and colors to be used shall be as determined by the County Manager on the final site development and landscape plan and final engineering plan, in accordance with the Rosslyn-Ballston Streetscape Standards or other applicable urban design standards approved by the County Board and in effect at the time of the final landscape plan approval. The developer further agrees to construct the sidewalk sections detailed below prior to the issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project. The sidewalks along the 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 Division of Transportation. The sidewalk treatments shall continue across all driveway aprons for loading and garage entrances along all frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic. The sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with the Standards for Planting and Preservation of Trees in Site Plan Projects, and as specified below. Placement, planting and root enhancement options shall be consistent with the Standards for Planting and Preservation of Trees in Site Plan Projects, and as specified below. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. The developer agrees to maintain and replace the street trees and sidewalks for the life of the site plan. The sidewalk sections and street tree species shall be as follows:

South Randolph Street – A minimum 18-foot wide sidewalk measured from the back of curb, including 4 to 4 ½ inch caliper Willow Oak street trees in pits as detailed in the Shirlington Design Book. The approved landscape plan shall provide a minimum six-foot wide poured or scored concrete sidewalk along the South Randolph Street frontage of the site between 28th Street South and the Windsor property line to the south.

28th Street South – The developer shall maintain a minimum 18-foot wide sidewalk measured from the back of curb, including 4 to 4 ½ inch caliper Pin Oak street trees in pits as detailed in the Shirlington Design Book.

Site driveway – A minimum 10-foot wide sidewalk measured from the back of curb adjacent to the Randolph Square building from South Randolph Street to the parking garage eastern entrance. Adjacent to the Windsor Apartment site, a minimum 10 foot wide streetscape measured from the back of curb, including a minimum five-foot wide sidewalk and a five-foot wide planting strip planted with 4 to 4 ½ inch caliper street trees, the species of which shall be determined prior to approval of the final landscape plan, and such ground cover as liriope muscari, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper), placed approximately 30 feet apart on center.

19. The developer agrees that in order to accommodate the subsurface requirements of utilities and streetscape elements (including street trees), the final design of the project shall provide a structure-free zone under the public sidewalk along all street frontages, as required in the Standards for Planting and Preservation of Trees in Site Plan Projects. This zone shall be a minimum of five (5) feet deep and shall extend from the back of the
street curb to the far edge of the public sidewalk toward the building for a distance of 16 feet. No subterranean structures (such as parking garages) shall intrude into this five foot deep zone. Within the zone, underground utilities and utility vaults shall not be located in a manner that interferes with the appropriate spacing and replacement of street trees, consistent with the approved final site and development and landscape plan. Utility lines shall not be located beneath street trees. The location of all existing and proposed utility lines shall be shown on both the final landscape plan and the final site engineering plan.

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

The water meter serving the building shall be located off either the 12-inch water main in 28th Street South or South Randolph Street.

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

The developer agrees that the minimum clear horizontal separation between each individual barrel of the storm sewer and proposed buildings or other permanent structures shall be as follows: 10 feet from the center line of storm sewer mains less than 27 inches in diameter and 10 feet or less in depth; 15 feet from the center line of storm sewer mains less than 27 inches in diameter and greater than 10 feet in depth; 15 feet plus half the diameter from the center line, or a lesser distance as approved by the County Manager if demonstrated that the sewer pipe is located outside of the load plane of the building, of storm sewer mains greater than 27 inches in diameter, at any depth.

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

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

No additional water main improvements are necessary.

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

No additional sewer main improvements are necessary.

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

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

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

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

27. The developer agrees to show on the final engineering plans street lighting along all frontages of the site prior to the issuance of the Excavation/Sheeting and Shoring Permit. The plans shall include the height and color of the street light poles. The developer agrees, at its cost, to purchase and install approved Arlington County street lighting along the frontages of the site prior to the issuance of the Shell and Core Certificate of Occupancy. In addition, the developer agrees to furnish and install all conduit and junction boxes necessary for the lighting system. All construction shall meet Arlington County standards. The developer agrees to contribute $37,000 to the County for the installation of Carlyle street lights along the south side of Arlington Mill Drive between

SP #106 PDSP Amendment & Final Site Plan - 32 -
Randolph Square

PLA-4386
South Randolph and South Quincy Streets prior to the issuance of the Shell and Core Certificate of Occupancy. Further, the developer agrees to install pedestrian scale lighting along the site access drive adjacent to the Windsor Apartment building site and through the pedestrian plaza located between the office building and parking garage, as shown on the final landscape plan approved by the County Manager.

The developer agrees to purchase and install Virginia Power "Carlyle" standard street lights along all frontages of the site in accordance with adopted County Street Lighting Policy. The height of the street lights shall be ____ feet, measured from the sidewalk to the base of the luminaire. The developer agrees to pay the cost of installing additional standard thoroughfare lights should the County decide that they are necessary to provide adequate lighting for street safety purposes.

The developer agrees to pay the cost for the installation of street lights, to match those in the existing Village at Shirlington, along the 28th Street South and South Randolph Street frontages of the site and as shown on the final engineering plan approved by the County Manager. In addition, the developer agrees to maintain, for the life of the project, all street lights installed on the site.

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

29. The developer agrees to provide off-street parking for all construction workers without charge to the workers. In lieu of providing parking, the developer may provide a subsidy for the construction workers in order that they may use Metro, provide a van for vanpooling, or use another established method of transportation to provide for construction workers to arrive at the site. Compliance with this condition shall be determined based on a plan which shall be submitted to the Zoning Administrator, and for which the developer has obtained the Zoning Administrator’s approval, before the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for a location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be either not implemented or violated during the course of construction, a correction notice will be forwarded to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, and construction halted until the violation has been corrected.
30. The developer agrees to install address indicator signs on the site which comply with Section 27-12 of the Arlington County Code or successor provision in a location visible from the street and as shown on the final site development and landscape plan.

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

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

32. All required public deeds of easement and deeds of dedication shall be submitted to the Division of Transportation prior to the issuance of the Excavation/Sheeting and Shoring Permit, and be approved and recorded among the land records of the Clerk of the Circuit Court of Arlington County, by the developer before the issuance of the Final Building Permit. The developer agrees that there shall be no building construction within the easement area without approval by the County Manager or the County Board. Dedications granted by the developer for street and public right of way purposes and improvements shall be dedicated in fee simple to the County. Dedications granted by the developer for improvements, including, but not limited to, sidewalks, street trees, other streetscape plantings, and water, storm sewer, sanitary sewer, and other utilities, may be dedicated by easement to the County.

• The following conditions of site plan approval (#33 through #41) are valid for the life of the site plan and must be met by the developer before issuance of the Footing to Grade Structure Permit.
33. The developer agrees to submit one (1) plat, drawn at the scale of 1 inch = 25 feet and 24 inches x 36 inches in size, of the excavated area showing spot elevations which confirm that the construction drawings are consistent with the average site elevation, and with the building’s ground floor elevation(s) at the building’s lowest level(s), as approved by the County Board and as indicated in the plans referenced in Conditions #1 and #10 above.

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

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

35. The developer agrees that all new electrical transformers shall be located as shown on the plans dated June 28, 2006 and screened so as not to be visible from public rights-of-way, with landscaping and fencing materials. The transformer locations and screening shall be approved as a part of the final site engineering plan and the final site development and landscape plan before the issuance of the Footing to Grade Permit, placed underground in vaults which meet Virginia Power standards. These vaults may be placed in the street right-of-way or in driveways if approved by the County on the final site engineering plan. Ventilation grates may not be located within public sidewalks or streets, or within areas used as a walkway between the street curb and any building. The locations of the vaults shall be coordinated with other utility locations so as to have a minimum clearance of five (5) feet to conduits and manholes and a minimum clearance of 10 feet to water mains and sanitary sewers unless otherwise approved by the owner of that utility. The developer shall obtain approval from the County Manager on the location of all vault ventilation grates and utilities as part of the review of the final site engineering plan and the final site development and landscape plan before the issuance of the Footing to Grade Structure Permit.

36. The developer agrees that interior space shall be provided and used for the collection, storage, compaction, and removal of trash, as well as appropriate facilities for the recycling of reusable materials as defined by the County. The collection, storage, compaction, and removal of trash shall not occur outside the interior loading space. This space may not conflict with the use of a loading berth. The developer agrees to obtain approval from the Zoning Administrator of drawings showing compliance with this condition before the issuance of the Footing to Grade Structure Permit.
37. The developer agrees that all loading spaces shall be in the interior of the building and shall also comply with the following requirements: minimum 12-foot clear width (including entrances), 30 foot-length and 14-foot height clearance. Any loading dock to be used for trash removal shall have a minimum interior height clearance of 18 feet. All loading docks shall contain roll-down doors. Use of the loading dock for deliveries or trash pick-ups, excluding moving vans, shall be limited to the hours from 8:00 a.m. to 6:00 p.m., seven (7) days a week. The loading dock door shall also be closed when the loading dock is in use, except when necessary for entry or exit of vehicles, venting of vehicle exhaust, or when required for similar operational or safety measures. If any tenant demonstrates the need, based on the nature of the tenant’s business, for earlier deliveries, for example of baked goods or other perishable items, to accommodate morning patrons, the hours may be administratively changed by the Zoning Administrator through an Administrative Change request and notification to the tenants of the building.

Prior to the issuance of any Certificate of Occupancy (to include temporary Certificates of Occupancy) for the office building, the developer agrees to submit a loading management plan to the Zoning Administrator for review and approval as complying with this condition. The purpose of this plan is to provide for loading and trash service to the office building while ensuring the safe and efficient use of the service drive for other vehicles and pedestrians. This plan shall include the following:
- provision for service access using only the loading docks;
- management and monitoring of loading and unloading/deliveries by the management of the office and retail components of the project;
- prohibition of loading and delivery vehicles from idling or parking in the site access drive;
- a contact name of a person with authority to control loading and unloading/deliveries to whom outsiders may report violations;
- compliance with all relevant conditions of this site plan.

The developer agrees to provide a copy of the loading management plan to the Fairlington-Shirlington Neighborhood Conservation Advisory Committee representative.

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

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

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

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

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

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

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

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

41. The developer agrees to construct all plaza areas used for vehicular access and all surface parking areas to support the live load of any fire apparatus. Architecturally designed bollards or curbs shall be used on pedestrian plazas to separate the areas intended for emergency vehicle use from areas intended for pedestrian use. No above-grade structure shall be allowed to encroach in fire lanes. The requirements of this condition shall be incorporated in the drawings submitted for the Footing to Grade Structure Permit.

- **The following conditions of site plan approval (#42 through #46) are valid for the life of the site plan and must be met by the developer before the issuance of the Final Building Permit.**

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

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

44. The use of any penthouse shall be limited to mechanical equipment and equipment maintenance space or telecommunication transmitter and/or receiver equipment as required in Condition #56 below.

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

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

- **The following conditions of site plan approval (#47 through #53) are valid for the life of the site plan and must be met by the developer before the issuance of the First Certificate of Occupancy.**

47. The developer agrees that all signs shall conform to the approved “Shirlington Village Comprehensive Sign Plan and Sign Guidelines”, which includes drawings dated February 7, 2005, to develop and submit a comprehensive sign plan and that all exterior signs (including identification and directional signage) shall be consistent with the guidelines contained in "Sign Guidelines for Site Plan Buildings and with Section 34 of the Zoning Ordinance. The Zoning Administrator shall determine whether the signs meet the standards of the guidelines and the Ordinance. No sign permits will be issued until a comprehensive sign plan is approved. The developer agrees to obtain approval from the Zoning Administrator of an administrative change request for all signs described in the “Shirlington Village Comprehensive Sign Plan and Sign Guidelines” and the comprehensive sign plan before the issuance of the first Certificate of Occupancy.

One rooftop sign shall be permitted, in the location shown on the plans dated June 28, 2006, which shall have a maximum area of 220 square feet and maximum dimensions of 44 feet wide by five feet high. The maximum height of the sign shall be 129 feet, five and one-half (5 ½) inches above average site elevation. The sign should be designed to be compatible both with the architectural style of the building and with other project signs. Restrained design of letterforms and subdued colors of illumination (blue, green and white as opposed to red or yellow, for instance) will be strongly encouraged. Letter height for rooftop signs will be limited to five (5) feet. The developer agrees to obtain the Zoning Administrator’s approval of the sign as consistent with this approval, prior to issuance of a sign permit for the rooftop sign. All requests for additional rooftop signage, defined as all signs that are 35 feet or more above the ground, shall require a site plan amendment.

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

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

**Participation and Funding**
a. Maintain an active membership in Arlington Transportation Partners (ATP), or successor entity at no cost to the developer, on behalf of the property management company.

b. Designate a member(s) of the building management team as Property Transportation Coordinator who will be the primary point of contact and will be responsible for coordinating and completing TDM obligations on behalf of the Applicant. The owner will provide the name of the Property Transportation Coordinator to the Commuter Assistance Program.

c. Promote the formation of Employer Transportation Benefit Programs among tenants of the commercial building. Provide for a sustainable fare incentive program with building tenant employers to provide the following:

Upon first occupancy of the building provide a transit benefit incentive of at least $65.00 per month for each office tenant employee and on-site property management employee who chooses to participate for a six (6) month period to encourage formation of transit-oriented community habits, provided that the tenant has set up a pre-tax employee transit benefit program.

In addition to supporting the ongoing activities of the Property Transportation Coordinator and other commitments of this TMP, the developer agrees to contribute to the Commuter Assistance Program to sustain direct and indirect on-site and off-site services in support of TMP activities for the project as follows: annual contributions of $5,000 per year for a period of ten (10) years. Payment on this commitment will begin as a condition of issuance of the first Certificate of Occupancy for occupancy of the office building. Subsequent payments will be made each year on the anniversary of the issuance of the first certificate of occupancy.

Provide a one time contribution of $8,000 to improve the bus stop on South Randolph Street, south of 28th Street South prior to the issuance of the first certificate of occupancy after the shell and core permit.

Facilities and Improvements

d. Comply with requirements of Site Plan conditions to provide bicycle parking/storage facilities, van access to the garage, and construction worker parking.

Parking Management Plan

e. Comply with requirement of Site Plan conditions to develop a parking management plan that includes a description of employee, visitor and retail customer parking arrangements.

f. Provide reserved spaces for employee carpoolers and vanpoolers that are conveniently located with respect to the elevators serving the building.
g. Depict, as part of the parking management plan, an area parking plan encompassing all block faces around the site. This plan will include a schematic drawing that designates proposed locations for a 2-space taxi stand, an accessible paratransit pick-up/drop-off location, bus stops, loading zones for delivery vehicles, and on-street parking spaces. Additionally, this plan will note restrictions as to times that various activities (such as deliveries and parking) are permitted in the respective spaces.

h. Provide effective directional signage subject to approval of a Comprehensive Sign Plan (parking, deliveries, taxi stand, etc.) to direct visitors to appropriate locations on the property.

Promotions, Services, Policies

i. Provide website hotlinks to CommuterPage.com™ under a “transportation information” heading from the developer and property manager’s websites regarding this development.

j. Provide SmarTrip cards, during first time lease-up only, at a maximum cost to the developer of $5.00 per card, per person, for free to tenants signing leases. Provide SmarTrip cards, at a maximum cost to the developer of $5.00 per card, per person, for free to new on-site employees of the property management company.

k. Provide in the lobby of the building a Transportation Kiosk, the content/design/location of which shall be approved by the developer. The kiosk may include a static display with printed materials and/or a dynamic display with direct electronic link to CommuterPage.com™ to provide transportation and commuter-related information to residents, employees and visitors.

l. Provide marketing support to encourage ridesharing:

- Provide access to building or grounds at times acceptable to the developer to allow ATP and MWCOG’s Commuter Connections to promote group riding among tenants of the building, by means acceptable to the developer.

- Distribute rideshare marketing materials provided by Arlington County to all new employees of the owner and tenant office managers.

- Following lease up, encourage tenants to display posters, brochures, etc. in common work areas.

m. Provide for two conveniently located spaces for a car sharing service such as Zip Car or Flex Car, at no cost, on the plaza level of the garage, visible and convenient to intended users. Until such time as a car sharing service avails itself of either of these parking spaces, the parking spaces may be used for public parking.
n. Following lease up, encourage new tenants and employers to inform all new employees of the existence of the nearby Shirlington Bus Station, and encourage all employees to use Metrorail, Metrobus or Arlington Transit services through the following means:

- Distribute in new-tenant packages, materials provided by Arlington County including site-specific transit-related information to all persons or entities signing office leases.
- Place a reference to the Shirlington Bus Station in promotional materials and advertisements.
- Distribute information provided by Arlington County, ACCS, or Commuter Connections to tenant office managers for their use as part of recruiting and employment materials regarding commute options and assistance services available.
- Distribute information and promotional materials provided by Arlington County, ACCS, or Commuter Connections, at times and by means acceptable to the developer, for transit services to tenant office managers.
- Participate in Ozone Action Days and other regionally sponsored clean air and traffic mitigation promotions by posting notice of such promotions in locations within the building acceptable to the developer.

o. Following lease up, encourage building tenants to offer variable/flexible work hours to their employees in order to spread peak period transportation demands.

p. Appropriately train management personnel to provide rideshare, transit, and other information provided by Arlington County intended to assist with transportation to and from the site.

**Performance and Monitoring**

q. Submit an annual letter to the County Manager describing the TMP related activities of the preceding year.

r. Conduct one transportation performance monitoring study for the site two years after issuance of the first Certificate of Occupancy. Provide a report summarizing findings to the County. All data collection for this study must occur on the same day and include average vehicle occupancy, daily vehicle-trips to and from the site, and vehicle parking demand and availability by time of day for the site.
49. Intentionally Omitted. The intent of this condition is to ensure that at least one parking space is available in perpetuity for parking use by each residential unit in the project. Accordingly, the developer agrees to offer the use, for rental units, and the purchase or use for condominium units, of at least one parking space for each dwelling unit.

Further, for condominium units, the developer agrees to notify the Zoning Administrator at the time of the settlement of the last dwelling unit. If excess parking spaces are available at the time of settlement of the last dwelling unit, the number of excess parking spaces equaling the number of dwelling units which were sold without a parking space, shall first be offered exclusively for a period of twelve (12) months to the owners of those dwelling units which were sold without a parking space. Any other remaining spaces shall be offered to all dwelling unit owners or transferred to the condominium, cooperative or homeowners association. By the end of twenty four (24) months following the settlement of the last dwelling unit, the developer agrees to relinquish in writing to the condominium, cooperative or homeowners association any and all remaining interest in the parking spaces or garage and a copy shall be filed with the Zoning Administrator. The future purchase of any parking spaces shall be limited to the dwelling unit owners or condominium, cooperative or homeowners association of the building.

For both rental and condominium buildings, the use of the parking spaces shall be limited to parking use by the residents of the building and their guests, unless otherwise permitted by the Zoning Ordinance, and shall not be converted to storage or other use without approval of a site plan amendment.

The developer agrees to submit to the Zoning Administrator a parking management plan which outlines how guest and visitor parking for the residential building, and parking for retail tenants' employees and customers for retail located in the residential buildings, will be provided, where the parking will be located and how guests and visitors, and retail employees and customers, will be directed to the parking spaces. The developer further agrees to make a minimum of ___ residential visitor parking spaces, and ___ retail tenant parking spaces, available within the residential garage. The parking management plan shall be submitted to the Zoning Administrator, and reviewed and approved by the County Manager, prior to the issuance of the first Certificate of Occupancy for the first residential building.

50. The developer agrees to include a lighting plan for all internal and external public areas, including parking areas, as part of the final site development and landscape plan. This lighting plan shall be subject to review by the County Manager, including street lighting as described in Condition #27 above. The developer shall include in the site development and landscape plan certification that the lighting plan meets the minimum standards of the Zoning Ordinance, Section 2, Subsection H, and the Illumination Engineering Society of North America Standards. The developer agrees to obtain the approval of all lighting by the County Manager, and to install approved lighting, before the issuance of the First Certificate of Occupancy for occupancy of the applicable phase of the project.
51. The developer agrees to be responsible for documenting any historical artifact or historical natural feature uncovered during construction on the site. This documentation shall include written notation describing the artifact or natural feature, color photographs, and mapping of the location and/or depth of the site excavation at which the item was found. The developer agrees to submit a copy of this documentation to Arlington County before issuance of the First Certificate of Occupancy.

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

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

52. If the project includes a residential condominium or cooperative component, then the developer agrees that a copy of the conditions of this site plan approval shall be made available to all prospective purchasers with the condominium's, cooperative's or homeowners association's bylaws or agreements. Documentation that this condition has been satisfied shall be provided to the County Manager before the issuance of the First Certificate of Occupancy. If the project includes a residential rental component that is converted to a condominium or a cooperative, then the developer agrees that a copy of the conditions of this site plan approval shall be made available to all prospective purchasers with the condominium’s, cooperative’s, or homeowners’ association’s bylaws or agreements prior to the issuance of the first Certificate of Occupancy following the conversion.

53. The developer agrees to make a contribution to the County’s Green Building Fund of $6,344.16 ($0.03 X 211,472 square feet). The payment shall be made to the Department of Environmental Services prior to the issuance of the Clearing, Grading, and Demolition Permit, and compliance with this condition shall be provided to the Zoning Administrator in the form of a letter at the time of payment. If the project achieves formal certification as a LEED Green Building from the U.S. Green Building Council within one year of issuance of the Master Certificate of Occupancy, the Green Building fund contribution shall be refunded upon receipt of written request, and documentation of LEED certification, by the applicant.

- The following condition of site plan approval (#54) is valid for the life of the site plan and must be met by the developer before the issuance of the Master Certificate of Occupancy.
54. The developer agrees to submit, before the issuance of the Master Certificate of Occupancy, drawings certifying the building height as measured from the average site elevation to both the building roof and to the top of the penthouse roof.

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

56. In order to maintain the effectiveness of the County's public safety systems, the County reserves the right to install telecommunications transmitter and/or receiver equipment and conducting wire in or on the penthouse or top floor, and antennae and traffic monitoring systems on the roof of the proposed buildings 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 upon request by the County. The developer agrees to provide, upon request by the County, access to electrical service separately metered, including auxiliary electrical power, and telephone radio control lines to the penthouse in the defined area. Any radio transmitter or receiver equipment and antenna to be installed or used by others must not interfere with the emergency communication system of the County.

57. The developer agrees that 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 any proposed improvements have a significant impact on the site plan, or otherwise meet Zoning Ordinance requirements for site plan amendments that go to the County Board, a site plan amendment shall be required.

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

59. If the project includes a residential component, then the developer agrees that the maintenance of the common area, walkways, private drives and parking areas which are tied to condominium units shall be provided for by the condominium's, cooperative's or homeowner's associations bylaws or agreements consistent with Section 2.D.6 of the Zoning Ordinance.

60. The developer agrees to provide parking for each building according to the approved parking ratio; when this parking is not located within the parcel designation of each
building but located within the overall project, it shall continue to be committed to the entire project for purposes of administering the Zoning Ordinance.

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

- **The following unique site specific conditions (#62 through #76) are valid for the life of the site plan and must be met before the issuance of the permit specified in each Condition.**

62. Retail Elements

The developer agrees to market a minimum of 16,472 square feet of retail space located on the first floor of the building to retail uses as defined in the approved Retail Action Plan for the Rosslyn-Ballston Corridor, dated January 2001. The developer is encouraged to lease space to “Entertainment and Main Street Retail” businesses. Each separate retail space shall have direct access to the building’s service corridor, with the exception of the spaces south of the building’s main lobby entrance along South Randolph Street, which shall access the loading bays from the access driveway.

The developer agrees to submit an application for administrative change for any proposal for retail uses or parking not clearly consistent with the above. Any change in the use of the retail space from retail to office or other non-retail use shall require a site plan amendment.

63. The developer agrees to contribute $75,000 to the Public Art Fund to support previously commissioned public art to be located at the main plaza (28th Street South and South Stafford Street) within Shirlington Village. Such contribution shall be made to the Public Art Fund prior to issuance of the first above grade building permit. If the contribution is made more than 12 months after site plan approval, the contribution amount will be adjusted based on the Consumer Price Index for Urban Consumers (CPI-U).

64. The developer agrees to provide for public parking in the office garage per Condition #5 of the Shirlington Phased Development Site Plan amendment approved on October 7, 2000. In addition, the developer agrees to provide a minimum of 200 parking spaces in the office garage for public parking during all hours of operation of the garage. These 200 spaces shall be located on the lowest levels of the garage.

The developer agrees to submit to the Zoning Administrator a parking management plan which outlines how guest and visitor parking for the office building, and public parking will be provided, where the parking will be located, and how guests and visitors, and the public, will be directed to the parking spaces. The plan shall also show the locations and content of clear signage describing the parking spaces that are available to the public full time, after 6:00 p.m., and after 8:00 p.m.. The parking management plan shall be
submitted to the Zoning Administrator, and reviewed and approved by the County Manager, prior to the issuance of the first Certificate of Occupancy for the office building.

65. Outdoor cafes may be permitted in the public right-of-way or within public easements along South Randolph Street and 28th Street South in accordance with the applicable provisions of the Zoning Ordinance, with a maximum seating area and all other applicable requirements as set forth in the Zoning Ordinance and as determined by the Zoning Administrator, provided, however, that a minimum of eight feet of clear sidewalk width must be maintained along South Randolph Street, and a minimum of seven feet of clear sidewalk width must be maintained along 28th Street South. Plans for all outdoor cafes shall be subject to prior administrative approval by the Zoning Administrator for consistency with County ordinances, regulations and policies, standards for outdoor seating as approved for the remainder of Parcel 3, and this site plan approval. Any outdoor café shall be administratively reviewed one year following its approval to evaluate it after a season of operation. At that time, or at any later time, the Zoning Administrator may review the approval, impose conditions on the operation of the outdoor café, or revoke the prior approval.

66. The developer shall comply with Subsection 36.H.6 of the Zoning Ordinance, “Affordable Dwelling Units for Increased Density Within General Land Use Plan”.

67. Building Security Requirements

a. The developer agrees to coordinate with County staff on the design of exterior building security measures in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design (including street and retail base) and streetscape. All exterior building security measures shall be shown on, and approved as part of the final site development and landscape plan and the approved façade treatment plan. The base of the buildings, as shown in the drawings dated June 28, 2006, and consistent with Condition #62 above, have been designed to accommodate retail uses and provide interest and activate the streetscape. Any change in the use and design of the base resulting from any proposal for exterior building measures shall require a site plan amendment.

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

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

69. The developer agrees to hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies into the project so that numerous building components may earn the developer points under the U.S. Green Building Council’s green building rating system for LEED for Core and Shell (LEED-CS) guidelines certification. Specifically, the developer agrees to include sustainable elements in design and construction that are sufficient to meet the requirements for seven (7) LEED Prerequisites and 23 LEED credits. The developer agrees to use commercially reasonable efforts to achieve additional LEED credits which would qualify the building for certified levels.

For residential development, the developer agrees that all of the following types of appliances, fixtures, and/or building components used in the project shall have earned the U.S. EPA’s Energy Star label: clothes washers, dishwashers, refrigerators, ceiling fans, ventilation fans (including kitchen and bathroom fans), light fixtures (halls and common areas), and exit signs. To further enhance energy efficiency, the developer shall choose two of the types of components listed and all of those two types of components installed or used in the project shall be Energy Star qualified: programmable thermostats (in residential units); residential light fixtures; windows and doors; and HVAC systems. The developer shall submit to the County Manager a statement listing all Energy Star qualified components prior to issuance of the Core and Shell Certificate of Occupancy.

The developer further agrees to submit, to the County Manager, a report prepared by the LEED consultant and documentation upon request to substantiate the report. Such report will be submitted prior to issuance of the following permits or certificates of occupancy for construction of the project and will summarize the efforts to date of the inclusion of the sustainable elements within the project:

- Demolition Permit
- Excavation, Sheeting and Shoring Permit
- Footing to Grade Permit
- First Above Grade Building Permit
- Final Building Permit
- Shell and Core Certificate of Occupancy
- Certificate of Occupancy for occupancy of the last floor of space
- Master Certificate of Occupancy

In addition, prior to issuance of the first Certificate of Occupancy after the Shell and Core
Permit, the developer will have its LEED consultant submit a certification to the County Manager that the elements to earn the above specified numbers of points have been included in the buildings.

70. The developer agrees to grant permanent public use and access easements, in a form acceptable to the County Attorney and County Manager, to the County Board of Arlington County providing for public use and access 24 hours per day, seven days per week, to the plaza between the office building and garage, entitled "Public Plaza Easement Exhibit." The final location of the easements may change with the preparation of the final building plans. The developer agrees to construct and landscape these areas, as shown on plans dated June 9, 2006 and made a part of the public record on July 8, 2006. Final landscape design and installation shall be approved by the County Manager as part of the final site development and landscape plan. Construction and landscaping of these areas shall be completed prior to the granting of the easements. Granting of the public use and access easements shall be completed prior to the issuance of the first certificate of occupancy for the building. The easements shall be granted by deed, in form and substance acceptable to the County Manager, and shall be recorded among the land records of the Clerk of the Circuit Court of Arlington County. The developer shall be responsible for maintaining these areas.

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

72. The developer agrees to have, as a part of its parking management plan, provisions relating to the towing of impermissibly parked vehicles. Such provisions shall include, but not be limited to:

   a. Requirements for signage at the developer’s parking lot(s) providing notice of all applicable parking restrictions enforced by towing, the location of the towing contractor(s)’ impoundment yard, and the name and telephone number of the developer’s on-site representative responsible for towing-related complaints, as well as the telephone number of the Arlington County Office of Citizen and Consumer Affairs;

   b. Disclosure by the developer and its towing contractor(s), at the developer’s parking lot(s), of all fees and charges for towing; and

   c. Evidence that the developer has a contract with the towing contractor that requires the towing contractor to clearly display all fees and charges for towing.

73. The developer agrees to install speed bumps adjacent to the top of garage exit ramps at locations where ramps abut the pedestrian sidewalk, in order to slow vehicular traffic prior to vehicles crossing the sidewalk. The locations of the speed bumps shall be shown
on the site engineering and building plans approved by the County Manager. The garage doors shall be setback from the sidewalk a minimum distance of six (6) inches.

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

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

76. The developer agrees to conduct traffic counts of vehicles entering and exiting the garage and of vehicles traveling on South Randolph Street at its intersection with the site driveway, and to submit a report of these traffic counts to the Zoning Administrator and to the Fairlington-Shirlington Neighborhood Conservation Advisory Committee representative, after a Certificate of Occupancy is issued for any part of the ninth floor of the office building and prior to issuance of the Master Certificate of Occupancy. The traffic counts shall be conducted at the same times and days of the week as in the Traffic Impact Analysis submitted with the site plan application to accurately reflect the office and public uses of the garage.

77. The developer agrees to develop a plan to screen light from within the garage to direct light to the interior of the structure and to reduce light emission or glare to the exterior of the building so as not to annoy or disturb reasonable persons of normal sensitivities. Light poles on the top level of the garage shall be no taller than 15 feet. The developer agrees to obtain approval of the County Manager or his designee of these plans/designs prior to the issuance of a Clearing and Grading permit.

78. The developer agrees to comply with Condition #23 of the October 7, 2000 PDSP approval for Parcel 3 in the Village at Shirlington to contribute $25,000 to be used toward implementation of traffic calming measures (Payment number 3 of 4).
PREVIOUS COUNTY BOARD ACTIONS:

October 9, 1976  Approved a rezoning from “C-2” to “C-O-1.5” (Z-2086-76-3); and approved a Phased Development Site Plan. The approval expired in 1981.

December 4, 1982  Approved a Phased Development Site Plan (PDSP) on four parcels consisting of 570,000 S.F. of office space, 428,000 s.f. of retail space, 300 hotel rooms, and 490 residential units known as the “Village at Shirlington.”

July 9, 1983  Approved the final site plan for Phase I (SP-1) on Parcel 2, allowing 60,000 s.f. of office area and 370,000 s.f. of retail area.

July 13, 1985  Approved PDSP amendment to increase the maximum building height on Parcel 3 from 10 stories (150 feet) to 11 stories (150 feet); and approved the final site plan for Phase II (SP-2) on Parcel 3, allowing an 11-story office building with 295,000 s.f. of office g.f.a. and 17,000 s.f of retail g.f.a.

December 2, 1986  Approved a site plan to “SP-1,” permitting revised signs for the Shirlington Theatre.

June 6, 1987  Approved a PDSP amendment to establish standards by which administrative approval of subdivision can be granted.

December 13, 1987  Approved a PDSP amendment to transfer 85,895 s.f. of office/retail area from Parcel Two to Parcel One; and approved the final site plan for Phase III (SP-3) on Parcel One, allowing a 6-story office building with 85,895 s.f. of office/retail area, and a 10-story hotel with 299 units.

April 16, 1988  Approved a site plan amendment to allow the operation of a child care center for 79 children ages 3 to 6 years old.

July 9, 1988  Approved a site plan amendment to extend the expiration date of the site an additional three years to July 9, 1991.
Approved a PDSP Amendment to transfer 86 residential units from Parcel 4 to Parcel 3 or Parcel 2, and 4,485 s.f. of commercial/retail area from Parcel 1 to Parcel 2; and approved final site plan for Phase IV (SP-1) on Parcel 4, allowing an 8-story, 404 unit residential development.

October 1, 1988
Approved a PDSP amendment to install banners around the periphery of the site.

June 3, 1989
Approved a site plan amendment to permit an outdoor café in conjunction with an existing restaurant.

June 2, 1991
Continued a site plan amendment for an outdoor café with a review in three (3) years.

August 10, 1991
Approved a site plan amendment for renovation of an existing automobile service station and addition of a car wash subject to conditions.

September 18, 1991
Approved site plan amendment to permit live entertainment in conjunction with an existing restaurant.

June 13, 1992
Approved site plan amendment for an outdoor café.

September 12, 1992
Continued site plan amendment for live entertainment (Bistro, Bistro).

November 14, 1992
Approved one tenant identification sign 100.5 square feet in size on east elevation of 2775 South Quincy Street.

April 9, 1994
Approved site plan amendment to convert 4,000 s.f. of retail space to classrooms, copy facilities and shower locker room for a period not to exceed 12 years (2006) subject to two conditions and a review in five (5) years.

May 7, 1994
Approved site plan amendment to permit an outdoor café associated with California Pizza Kitchen.

May 20, 1995
Approved a site plan amendment to amend Condition #48, which restricts the use of the health
<table>
<thead>
<tr>
<th>Date</th>
<th>Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 8, 1995</td>
<td>Deferred a PDSP amendment to amend the project’s comprehensive sign plan to retain an existing free-standing sign to the December 9th County Board meeting. Deferred a PDSP amendment to eliminate the requirement that the parking structure used by the existing office building be shared with the future hotel and to modify condition #44 and add standard subdivision conditions to the September 9, 1995 County Board meeting.</td>
</tr>
<tr>
<td>September 9, 1995</td>
<td>Approved a site plan amendment for live entertainment in an existing restaurant (Bistro, Bistro). Deferred PDSP amendment to eliminate the requirement that the parking structure used by the existing office building be shared with the future hotel and to modify condition #44 and add standard subdivision language.</td>
</tr>
<tr>
<td>October 14, 1995</td>
<td>Approved a site plan amendment to permit exterior dining at THAI in Shirlington.</td>
</tr>
<tr>
<td>November 18, 1995</td>
<td>Accept withdrawal of PDSP amendment request.</td>
</tr>
<tr>
<td>December 9, 1995</td>
<td>Approved site plan amendment to allow outdoor café (Fresh Fare). Deferred a PDSP to amend the comprehensive sign plan for the retention of a freestanding sign to the February 3, 1996 County Board meeting.</td>
</tr>
<tr>
<td>February 3, 1996</td>
<td>Deferred PDSP amendment on comprehensive sign plan to February 24th meeting.</td>
</tr>
<tr>
<td>February 24, 1996</td>
<td>Deferred PDSP amendment on comprehensive sign plan to May 11, 1996 meeting.</td>
</tr>
<tr>
<td>May 13, 1996</td>
<td>Deferred PDSP amendment on comprehensive sign plan to July 20, 1996 meeting.</td>
</tr>
</tbody>
</table>
July 20, 1996  Denied PDSP Amendment to amend comprehensive sign plan for the retention of a freestanding sign.

November 16, 1996  Approved site plan amendment SP #106 to permit an outdoor café Capital City Brewing Company.

January 11, 1997  Approved PDSP Amendment and final site plan approval for Parcel 1 to add 2 stories of studio/mechanical/technical support space above the existing parking garage structure, an atrium between the garage and office building, antennas, an LED sign band, subject to conditions.

July 8, 1998  Approved site plan amendment to expand outdoor café (Capitol City Brewing Co.).

February 6, 1999  Defer PDSP Amendment and Final Site Plan Approval for Parcel 2 to the March 13, 1999 County Board meeting.

March 13, 1999  Defer PDSP Amendment and final site plan Approval for Parcel 2 to the April 10, 1999 County Board meeting.

April 10, 1999  Approved PDSP Amendment to reallocate from Parcel 3 to Parcel 2 150,000 square feet of approved gross floor area and a final site plan for an 8-story office building and 7-level parking structure on Parcel 2 subject to PDSP Conditions and final site plan Conditions.

July 10, 1999  Defer GLUP Amendment to the November 13, 1999 County Board meeting.

November 13, 1999  Defer GLUP Amendment to the February 12, 2000 County Board meeting.

February 20, 2000  Defer GLUP Amendment to the July 22, 2000 County Board meeting.

July 22, 2000  Defer GLUP Amendment, Rezoning and Phased Development Site Plan Amendment to the September 9, 2000 County Board meeting.
September 9, 2000 Defer GLUP Amendment, Rezoning and Phased Development Site Plan Amendment to the October 7, 2000 County Board meeting.

October 7, 2000 Approved GLUP Amendment, Rezoning, and Phased Development Site Plan Amendment.

June 30, 2001 Approved final site plan for residential/retail/streetscape for Parcel 3.

June 8, 2002 Approved final site plan for library/theater and plaza for Parcel 3.

November 16, 2002 Approved site plan amendment for residential/retail site plan to construct addition to Building 2 and reallocate 1,200 s.f. of retail space elsewhere in Parcel 3.

April 26, 2003 Approved minor site plan amendment to modify garage and extend term of site plan.

September 13, 2003 Approved minor site plan amendment for additional commercial GFA for grocery store and modification of use regulations for density.