



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of September 22, 2018

DATE: August 30, 2018

SUBJECTS:

- A. Z-2606-18-1 REZONING Virginia Hospital Center Arlington Health System from "S-3A" Special District to "S-D" Special Development District and related update to ACZO Map 13-1 to indicate the zoning district for the property known as 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. (RPC# 09-016-052 and a portion of 09-016-PEA).
- B. SP #177 SITE PLAN AMENDMENT Virginia Hospital Center Arlington Health System to incorporate 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. into the site plan area, to permit construction of a new medical office building and a new parking garage, and to convert approximately 120,000 sq. ft. of existing medical office use to hospital use with modifications of use regulations to include: density, parking, compact parking spaces, screening wall height, and other modifications as may be necessary to achieve the proposed development plan; located at 1625, 1635, 1701, 1701A, 1715, 1725 and 1801 N. George Mason Dr. and 1800 and 1810 N. Edison St. (RPC# 09-016-052, -056, -060, -061, -062, -063, -064, -065, -066, -079, -081, -142, -145, -210, -211, -PCA, -PCB, -PEA).
- C. U-2203-79-3 USE PERMIT AMENDMENT Virginia Hospital Center Arlington Health System to incorporate 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. into the use permit area, to permit construction of a new medical office building and a new parking garage, and to convert approximately 120,000 sq. ft. of existing medical office use to hospital use in the "S-D" zoning district; ; located at 1625, 1635, 1701, 1701A, 1715, 1725 and 1801 N. George Mason Dr. and 1800 and 1810 N. Edison St. (RPC# 09-016-052, -056, -060, -061, -062, -063, -064, -065, -066, -079, -081, -142, -145, -210, -211, -PCA, -PCB, -PEA).

County Manager:

County Attorney:

Staff: Matthew Ladd, DCPHD, Planning Division
Dennis Sellin, DES, Transportation Division

1.

Applicant:

Virginia Hospital Center Arlington Health System
1701 N. George Mason Dr
Arlington, VA 22205

By:

Nan E. Walsh
Walsh, Colucci, Lubely, & Walsh, P.C.
2200 Clarendon Blvd., Suite 1300
Arlington, VA 22201

DRAFT C.M. RECOMMENDATIONS:

1. Consent to include County owned land identified as RPC# 09-016-052 and located at 1800 N. Edison St. in Rezoning Application Z-2606-18-1, Site Plan Amendment Application SP #177, and Use Permit Amendment Application U-2203-79-3 by Virginia Hospital Center Arlington Health System.
2. Adopt the attached ordinance to rezone the property known as 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. (RPC# 09-016-052 and a portion of 09-016-PEA) from "S-3A" Special District to "S-D" Special Development District and related update to ACZO Map 13-1 to indicate the zoning district.
3. Adopt the attached ordinance to approve the subject site plan amendment (SP #177) to incorporate 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. into the site plan area, to permit construction of a new medical office building and a new parking garage, and to convert approximately 120,000 sq. ft. of existing medical office use to hospital use with modifications of use regulations to include: density, parking, compact parking spaces, screening wall height, and other modifications as may be necessary to achieve the proposed development plan, subject to the conditions of the ordinance.
4. Approve the subject use permit amendment to incorporate 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. into the use permit area, to permit construction of a new medical office building and a new parking garage, and to convert approximately 120,000 sq. ft. of existing medical office use to hospital use, subject to the attached conditions, and with no scheduled County Board review.

ISSUES: The proposed rezoning, site plan amendment, and use permit amendment would permit the applicant to construct an outpatient building and a parking garage at 1800 N. Edison Street ("Edison Site"). These applications have been the subject of an extensive public review process. Through this process, the Site Plan Review Committee (SPRC) and the three civic associations surrounding the site (John M. Langston, Tara-Leeway Heights, and Waycroft-Woodlawn) have expressed concerns about the proposed site design, particularly the massing, setbacks, and heights of outpatient building and garage. Additional areas of concerns from the SPRC and civic associations include pedestrian access through and around the site, the amount of parking visible above grade, and how the proposed development fits into the applicant's long

term plans for redevelopment and expansion beyond the subject site plan amendment. The three civic associations are recommending that the County Board defer the project for three months and are asking the applicant to provide an alternative design to address their concerns.

SUMMARY: Virginia Hospital Center (“the applicant”) proposes to redevelop the Edison Site, a 5.6-acre site located at 1725 and 1801 N. George Mason Dr. and 1800 and 1810 N. Edison St. that is the subject of a land exchange agreement between the applicant and the County, approved in 2015. The Edison Site is located immediately to the north of the existing Virginia Hospital Center campus, located at 1625 through 1715 N. George Mason Dr. (the “Hospital Site”), which includes over 800,000 square feet of existing hospital and medical office uses. Virginia Hospital Center has been located on its current site since the 1940s, and it is the only hospital within Arlington.

The applicant proposes to rezone the Edison Site from “S-3A” to “S-D.” The current Virginia Hospital Center site is also zoned “S-D;” this zoning district permits hospitals and related medical and health care uses with the approval of a site plan and use permit. The “S-D” also provides policy guidelines to be considered when evaluating development proposals for hospital uses. These guidelines include recommendations for setbacks and tapering of height; providing parking underground where feasible; mitigating traffic impacts; providing a five- and ten-year master plan for future development; medical office uses; and the continual provision of medical services and facilities.

In addition to the rezoning, the applicant proposes to amend its site plan (SP #177) and use permit (U-2203-79-3) for the existing hospital campus to incorporate the Edison Site and to permit construction of a 241,564 square foot building providing outpatient medical services (the “outpatient building”) and a 1,740 space parking garage. The proposed site plan and use permit amendments would also permit the expansion of hospital uses, including an ultimate buildout 101 additional beds, on the Hospital Site. Existing outpatient uses would be relocated to the new outpatient building on the Edison Site, freeing up space in existing buildings for the hospital expansion. This proposal is the first step in the applicant’s longer term plans to focus inpatient care on the south side of its campus and outpatient care on the north side.

The proposed site plan was the subject of a significant community engagement process, including six SPRC meetings and an SPRC walking tour, and augmented with additional community meetings held by the County before and after the SPRC process. In addition, County staff met with civic association representatives and other community members, tracked and posted community comments, and answered frequently asked questions for the project website.

Over the course of the review process, the applicant revised its site design to address the concerns discussed during the SPRC meetings. The applicant shifted the buildings toward the center of the site to increase setbacks along the two neighborhood street frontages (19th Street North and North Edison Street), adding over 17,000 square feet of landscaped area to the edge of the site. The amount of above grade parking proposed has been reduced by 36%. The overall height of the garage has been reduced by two levels, and its height tapers gradually toward the center of the site. The applicant agreed to dedicate right-of-way for 19th Street North so that a parking lane would not be eliminated. The applicant also agreed to dedicate right-of-way for

North Edison Street and to construct 765 linear feet of sidewalk within existing right-of-way on the residential (opposite) side of the street, implementing a recommendation of the High View Park Neighborhood Conservation Plan. Other changes to the site design include a 10-foot shared use path that will accommodate bicycles and pedestrians on North George Mason Drive and a reduction in the proposed number of vehicle entrances.

The applicant is also agreeing to site plan conditions to address issues raised by the SPRC and the broader community. The transportation demand management program is being modernized and will cover all employees on the campus, requiring the applicant to provide parking “cash out” program that will level the playing field between employees who receive free parking and those who do not to drive to work. The applicant will fund the installation, operations, and maintenance of a new Capital Bikeshare station on-site. The applicant has also agreed to use pile drilling during construction, rather than pile driving, which will be less disruptive to the surrounding community. In response to concerns raised by immediate neighbors of the hospital campus, the applicant will designate a community liaison and hold quarterly meetings with the civic associations to resolve issues that arise. These meetings will continue even after construction is completed. The applicant has also agreed to specific conditions to address issues that came up during the community meetings, such as screening waste areas and sweeping the perimeter of the site daily.

The applicant’s rezoning request is supported by the General Land Use Plan. As conditioned, the requested site plan and use permit amendments are consistent with the provisions of the Zoning Ordinance, with modifications as requested, and are generally in conformance with the recommendations of the Comprehensive Plan and the guidelines provided for hospitals and related uses in the “S-D” district. The proposal advances the County Board’s policy to convey the Edison Site to Virginia Hospital Center in exchange for additional land to meet critical community needs. Finally, the proposed actions will allow Virginia Hospital Center to address current and future demands to provide high quality health care for Arlington County’s growing population. Therefore, staff recommends that the County Board consent to include the Edison Site in the subject applications; adopt the attached ordinance to approve the requested rezoning of the Edison Site, adopt the attached ordinance to approve the requested site plan amendment, subject to the conditions of the ordinance; and approve the requested use permit amendment.

BACKGROUND: The applicant proposes to rezone the Edison Site and to amend Site Plan #177 and Use Permit U-2203-79-3 to incorporate the Edison Site into the site area for the adjacent Virginia Hospital Center campus. The proposed rezoning, site plan amendment, and use permit amendment would allow Virginia Hospital Center to redevelop the Edison Site with a 7-story medical office building and a parking garage. The applicant also proposes to convert 120,000 square feet within existing buildings on the hospital campus from medical office use to hospital use.

VHC made a public appeal at the April 18, 2015, County Board meeting for a land exchange that would allow VHC to expand onto the County’s 5.6-acre property at 1800 N. Edison St. (“Edison Site”). The County initiated an engagement process with the surrounding communities, and in September 2015 the Board approved a non-binding letter of intent that provided a framework and general terms and conditions for selling the Edison Site to VHC. In December 2015, the County

Board approved an Option Agreement granting Virginia Hospital Center the option to purchase the Edison Site. This agreement requires Virginia Hospital Center to receive approval of the proposed rezoning, site plan, and use permit amendment prior to the completing the land purchase.

The Option Agreement also provided the County with the option to receive, as partial compensation for the Edison Site, one or more of seven properties owned by VHC. In July 2017, following a public engagement process facilitated by the County's and Arlington Public Schools' Joint Facility Advisory Commission, the Board elected to require VHC to convey its property at 601 S. Carlin Springs Rd. as part of the purchase price for the Edison Site.

The following provides additional information about the site and location:

Site: The Edison Site is located at 1725 and 1801 N. George Mason Dr. and 1800 and 1810 N. Edison St. (RPC# 09-016-052). The current Hospital Site is located at 1625, 1635, 1701, 1701A, & 1715 N. George Mason Dr. (RPC# 09-016-056, -060, -061, -062, -063, -064, -065, -066, -079, -081, -142, -145, -210, -211, PCA, -PCB, -PEA). The total site area is defined by the following uses:

1625, 1635, 1701, 1701A, 1715, 1725 and 1801 N. George Mason Dr. and 1800 and 1810 N. Edison St.

- To the north: To the north, across 19th Street North, are single family detached houses, zoned "R-6" and designated "Low" Residential (1 - 10 units per acre) on the General Land Use Plan (GLUP).
- To the east: To the east, across North Edison Street, are single-family detached and semi-detached houses, zoned "R-6" and designated "Low" Residential (1 - 10 units per acre) on the GLUP.
- To the south: To the south, across 16th Street North, are single family detached houses and Virginia Hospital Center's 0.85 acre Healing Garden. These properties are primarily zoned "R-6" (one house is zoned "R-8") and designated "Low" Residential (1 - 10 units per acre) on the GLUP.
- To the west: To the west, across North George Mason Drive are single family detached houses, including the Tara Manor subdivision accessed from 17th Street North, and 12 townhouses with an associated parking lot in the Tara Towne development. These properties are zoned "R-6" and designated "Low" Residential (1 - 10 units per acre) on the GLUP.

<u>Existing Zoning:</u>	Edison Site	“S-3A,” Special District
	Hospital Site	“S-D” Special Development District
<u>Proposed Zoning</u>	Both Sites	“S-D” Special Development District
<u>General Land Use Plan Designation</u>	Both Sites	“Government and Community Facilities”

Neighborhood: The site is located within the John M. Langston Citizens Association and adjacent to the Tara-Leeway Heights and Waycroft-Woodlawn Civic Associations. Additional information regarding community engagement efforts is provided in the Public Engagement section of this report.

Figure 1: Existing SP #177 Area and Proposed Expansion Area



Figure 2: Edison Site Existing Development



Existing Development: The Edison Site is currently developed with five buildings, with heights varying from one to three stories, and associated surface parking. The 1800 North Edison Building and the Laboratory have been vacant for over 10 years. The County vacated the 1810 North Edison Building and the Drewry Center (1725 N. George Mason Dr.) in 2015 when the Department of Human Services consolidated all of its programs at Sequoia Plaza (2100 Washington Blvd.). The George Mason Building (1801 N. George Mason Dr.) is leased to Northern Virginia Family Service’s Head Start program. The County recently purchased a building at 2920 S. Glebe Rd. for the relocation of the Head Start program.

The Hospital Site has been developed and expanded over many decades, with nine buildings dating from the 1950s through the most recent expansion in 2004. The main hospital building (1625 N. George Mason Dr.) is the tallest building on the site, at nine stories, or 130 feet measured from the average site elevation. Two of these buildings (1635 and 1715 N. George Mason Dr.) are medical office condominiums. Other existing buildings include Women and Infant Health, the Conference Center, the Outpatient Clinic, and the Power Plant. The Hospital Site also includes three parking garages and various surface parking lots.

Figure 3: View looking south on N. George Mason Drive from 19th Street N.



Figure 4: View looking east on 19th Street N. from N. George Mason Drive



Figure 5: View looking south on N. Edison Street from 19th Street N.



Figure 6: View looking north on N. Edison Street from Edison Site driveway



Development Potential: The following is a breakdown of the permitted development within the proposed zoning district for the entire proposed site plan area (Edison Site and Hospital Site):

Site Plan Area: 941,138 sq. ft. (21.6 acres)	Maximum Density Allowed	Maximum Development
“S-D” By-Right	One family dwelling: 6,000 sq. ft. per unit	One family dwelling: 156 units
	All other uses: 1.0 FAR	All other uses: 941,138 sq. ft. gross floor area
“S-D” Site Plan	Nursing homes, convalescent homes, intermediate care facilities and related housing for the elderly: 1.5 FAR	Nursing homes, convalescent homes, intermediate care facilities and related housing for the elderly: 1,411,707 sq. ft. gross floor area
	All other uses: 1.0 FAR	All other uses: 941,138 sq. ft. gross floor area

Proposed Development:

	Requirement	Proposal
Site Area	Minimum 43,560 sq. ft.	941,138 sq. ft. (21.6 acres)
Density Base “S-D” Gross Floor Area (GFA) Previously Approved Additional Density (2000 Site Plan Amendment) Requested LEED Bonus LEED Silver + 2 Priority Credits Total Proposed GFA ²	Max. 941,138 sq. ft. Max. 1.0 FAR 0.30 FAR applied to 169,019 sq. ft. land area ¹ Max. 1,097,846 sq. ft. with approved and proposed bonus density	899,768 sq. ft. 106,575 sq. ft. 50,705 sq. ft. 1,057,048 sq. ft. 1.12 FAR
Building Height “S-D” Max. Permitted Height Site Plan (Sites of 3 or more acres) Average Site Elevation Outpatient Building Main Roof Height Main Roof Elevation Number of Stories Parking Garage Main Roof Height Main Roof Elevation Number of Stories	95’ (10 Stories)	324.2’ 94.8’ 419’ 6 above grade 1 below grade 66.8’ 391’ 6 above grade 3 below grade

¹ The applicant proposes to allocate 169,019 square feet of the total site area to the proposed outpatient building for density purposes. With this site plan proposal, 41,370 square feet of site area remains unallocated to any building.

² The County Board previously approved the following density exclusions through a site plan amendment approved on May 20, 2000: 30,029 sq. ft. for the storage in the “1957 Building,” 40,279 sq. ft. for storage in the main hospital building, and 6,658 for the conference center. Because the 1957 Building is no longer used for storage, the 30,029 sq. ft. associated with this building cannot be excluded and has been added back into the total GFA for the proposed site plan amendment. Additionally, the applicant is requesting 13,651 sq. ft. of density exclusions for below grade mechanical space in the proposed outpatient building. These existing and proposed density exclusions (46,937 existing sq. ft. and 13,651 proposed sq. ft.) are not included in the Total Proposed GFA above.

	Requirement	Proposal
Lot Coverage	Max. 75%	63.7%
Parking		
Hospital Uses	1 per 4 beds; plus 1 space for each 2 employees (other than staff doctors); plus 1 space for each doctor assigned to the staff.	
Medical Office Uses	1 per each 150 sq. ft. for first 5,000 sq. ft. in each building; plus 1 per each 200 sq. ft. for next 10,000 sq. ft.; Plus 1 per each 250 sq. feet for area in excess of 15,000 sq. ft.	
Total Parking Spaces		Existing Hospital Site: 2,106 Existing Edison Site: 165 Proposed Garage: 1,740 Surface spaces lost: (239)
	Hospital Uses: 2,644 Medical Office Uses: 1,258 Total Required Spaces³: 3,902	Total Proposed Spaces: 3,772

Density and Uses: The proposed “S-D” zoning for the entire 21.6 acre site would allow development of hospital and medical office uses up to 1.0 FAR, or a maximum of 941,138 square feet of gross floor area (GFA). The most recent site plan amendment to SP #177, approved by the County Board in 2000, included 106,575 square feet of additional GFA, primarily in consideration of the Virginia Hospital Center’s agreement to construct, maintain, and dedicate public access easements for the Healing Garden, located across 16th Street North from the main hospital building. The applicant is requesting 50,877 square feet of bonus GFA for attaining LEED Silver certification (with two Arlington Priority Credits) for the proposed outpatient building.

The proposed GFA for the subject site plan amendment is 1,073,956 square feet. This includes 785,455 square feet of existing GFA on the Hospital Site and 241,564 square feet for the proposed medical office/outpatient building on the Edison Site.

In addition to constructing a new outpatient building on the Edison Site, the applicant proposes to convert 120,000 square feet of medical office space within existing buildings on the Hospital Site to hospital uses. This increase in hospital uses would allow Virginia Hospital Center to increase its capacity to provide hospital beds and inpatient services. Existing outpatient services, including imaging, surgery, pharmacy, lab, endoscopy, and physical therapy, are proposed to be relocated to the new outpatient building to make space for the expanded hospital and inpatient services. The current and proposed allocation of hospital and medical office uses is shown on the following table:

³ The calculated Zoning Ordinance requirement for the proposed hospital uses are based on a proposed buildout of 517 beds (350 existing licensed beds, 101 proposed beds, and 66 other beds (NICU, CDU, LDR & OB Triage)), 4,710 hospital employees (excluding staff doctors), and 159 staff doctors. The proposed number of employees and doctors are based on applying existing ratios of employees and doctors to beds to the proposed increase in beds. The applicant is proposing 308,562 sq. ft. of medical office uses.

	Hospital GFA	Medical Office GFA	Hospital Percent	Medical Office Percent
Existing	650,326 sq. ft.	186,998 sq. ft.	78%	22%
Proposed	748,486 sq. ft.	308,562 sq. ft.	71%	29%

Site and Design: The applicant proposes to construct an outpatient (medical office) building and parking garage on the Edison Site. The outpatient building would be located at the corner of North George Mason Drive and 19th Street North. The main entrance would be accessed via an internal drop-off area on the south side of the building. A direct entrance from the parking garage is also proposed. The building would be six stories above grade, with a garden level below grade. The garden level would be at grade with an open space on the south side of the building, known as the sunken garden. An elevated walkway connecting the medical office building to the existing medical office building to the south (1715 N. George Mason Dr.) is also proposed.

A step-back is proposed along the 19th Street North frontage of the outpatient building. Along this frontage, the building would have a two-story base that is approximately 60 feet deep before stepping up to the full six-story height. The total height of the building, measured from the average grade of the entire hospital campus, would be 94.8 feet.

Figure 7: Site Layout



Figure 8: Massing View of Proposed Development – View looking southeast with outpatient building in foreground

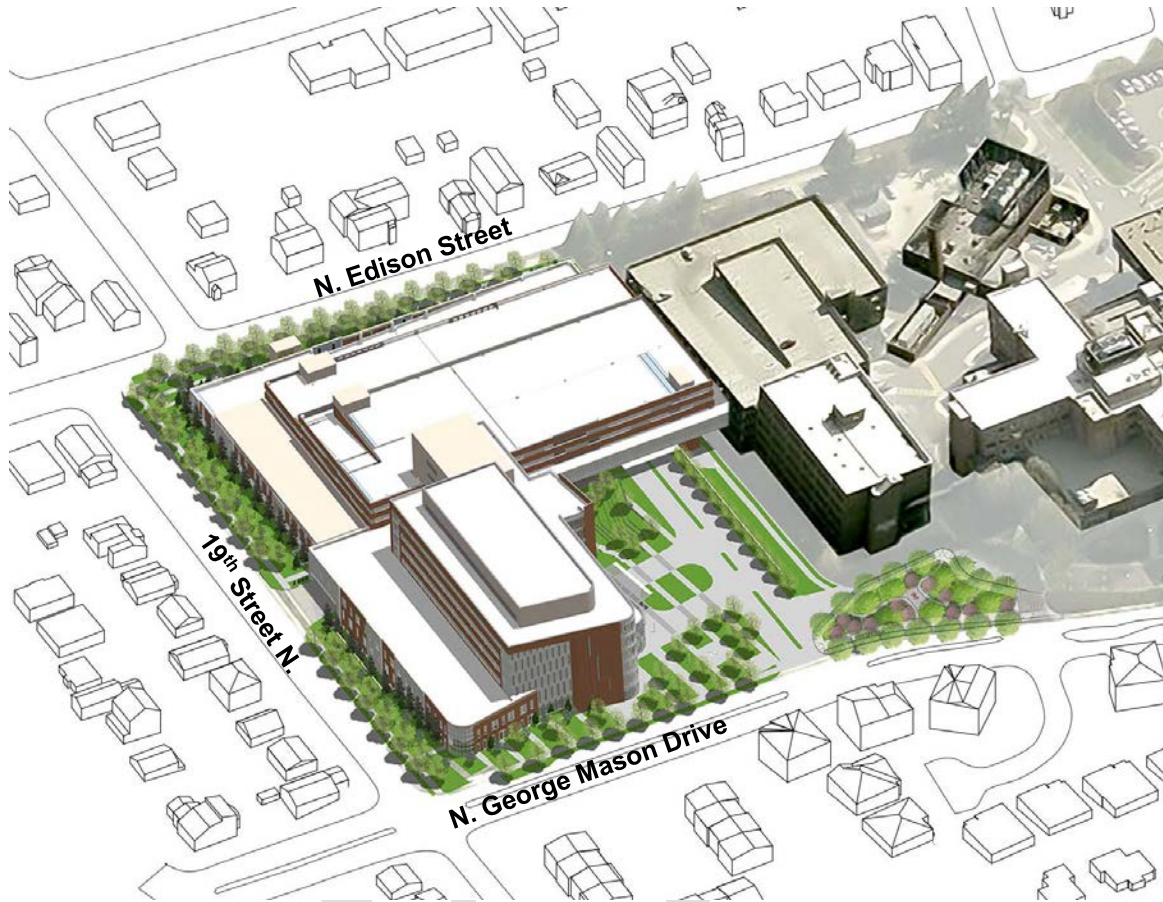


Figure 9: N. George Mason Drive at proposed entrance – view looking east



Figure 10: 19th Street North viewed from N. George Mason Drive – view looking east with outpatient building in foreground



The proposed parking garage is located at the corner of 19th Street North and North Edison Street. It would have two entrances at the ground level, accessed via 19th Street North and a driveway from George Mason Drive. Another two entrances would be located at the B1 level, below the ground level. The B1 entrances are proposed to be accessed via a proposed service drive connecting George Mason Drive to Edison Street.

The parking garage would taper up to six levels above grade with three levels below grade, at a maximum height of 66.8 feet, measured from average grade. Along 19th Street, the base of the garage is proposed to be three levels, tapering up to six levels. On the Edison Street side, the garage would taper from three to five to six levels. The upper stories of the garage would cantilever over a portion of the service drive, on the southern façade. The proposed vertical distance between the service drive and the cantilever is 24 feet.

Figure 12: Massing View of Proposed Development – View looking southwest with parking garage in foreground



Figure 11: N. Edison Street – view looking north toward 19th Street, with parking garage on left



Within the existing Hospital Site, the site plan application does not propose modifications to any existing buildings. The proposal does modify some circulation and landscaping on the northern portion of the Hospital Site to better integrate the two sites. A new service drive, running east-west along the northern side of the existing Green Garage and the Medical Office Building at 1715 N. George Mason Dr. would provide a through connection between George Mason Drive and Edison Street. This service drive would provide access for both the Green Garage and the new parking garage on the Edison Site. To accommodate this service drive, two small surface

parking areas are proposed to be removed and replaced with landscaped areas and drive aisles. In addition, the applicant proposes to screen the existing waste containers adjacent to the hospital's Central Utility Plant so that they are no longer visible from Edison Street.

Sustainable Design: The new outpatient building is proposed to be designed to achieve LEED Silver certification. Standalone parking garages are not eligible for LEED certification. However, the applicant is proposing to incorporate sustainable design elements within the garage. These elements include meeting LEED credit criteria for heat island reduction and energy efficient lighting, incorporating recycled content and/or low carbon materials, and installing six fueling stations for alternate fuel vehicles.

Transportation: The site is located in north Arlington, and is bounded by North George Mason Drive, Nineteenth Street North, North Edison Street, and Sixteenth Street North. The *Master Transportation Plan* (MTP) classifies these streets, in the vicinity of the project site, as follows:

- George Mason Drive: Type E – primarily single-family residential neighborhood street
- Nineteenth Street North: neighborhood (low-density) street
- North Edison Street: neighborhood (low-density) street
- Sixteenth Street North: neighborhood (low-density) street

Existing Site Access: Vehicular access to the existing site, including both the hospital and the Edison site, is from seven locations. Combined with the Edison site, there would be five vehicular access points to the hospital center campus upon completion of this project. Two proposed new access points include:

- A new signalized driveway entrance on North George Mason Drive located north of the existing signalized entrance to the hospital campus, for patient and visitor access to the outpatient pavilion and the proposed new garage.
- A proposed garage entry, only for employees, on 19th Street North, approximately in the middle of the block.

The applicant proposes to locate a new, signalized entry on George Mason Drive, approximately 490 feet north of the existing main hospital entry. This new entry would serve patients and visitors to the proposed outpatient pavilion: there would be access to a circular drive for drop-off and pick-up, as well as direct vehicular access to the proposed new parking garage.

Trip Generation: Wells + Associates prepared a traffic impact analysis (TIA) dated June 16, 2016, and updated December 1, 2017, using conservative assumptions for development on the site. Upon completion and full occupancy (estimated in 2025), the assumption of the TIA is that the hospital campus would include a total of 795,423 f² of hospital uses (470 beds) and 316,998 f² of outpatient/ambulatory uses.

Today, the existing VHC campus generates 1,114 a.m. peak hour trips (865 in and 249 out) and 806 p.m. peak hour trips (204 in and 602 out). Upon completion of the proposed expansion project, the entire Virginia Hospital Center campus is estimated to generate a total of 1,494 a.m.

peak hour trips (1,154 in and 340 out) and 1,193 p.m. peak hour trips (319 in and 874 out). This is an increase of 380 a.m. peak trips, and 387 p.m. peak hour trips.

Current conditions:

The TIA analyzed sixteen (16) signalized and non-signalized intersections within close proximity to the site. The existing peak hour level of service (LOS) and queues were estimated at the study intersections based on the existing lane use and traffic control, existing traffic signal phasing/timings, the existing vehicular, pedestrian, and bicycle traffic counts, and the Highway Capacity Manual methodologies.

Levels of Service: The five signalized study intersections currently operate at overall acceptable LOS “D” or better during the a.m. and p.m. peak hours. Certain minor street lane groups and/or turn lanes currently operate at LOS “E” during peak periods.

At the stop-controlled intersections, all lane groups currently operate at acceptable LOS “D” or better during the a.m. and p.m. peak hours, with the exception of the westbound 19th Street North approach at North George Mason Drive (LOS “E”, p.m. peak) and the north VHC campus driveway at 17th Street North, which operates at LOS “F” during the a.m. peak hour and LOS “E” during the p.m. peak hour.

Queueing: At several left-turn locations on North George Mason Drive, and at the eastbound 16th Street North approach at Glebe Road, the 95th percentile may extend beyond available storage, causing queuing.

Future conditions (without development):

If no development occurred at this site, there would be only minor degradations to level of traffic service and queuing: analysis showed that the westbound through left lane on 16th Street North would operate at LOS “E” (from LOS “D” under existing conditions) during the a.m. peak hour in 2025. The stop-controlled study intersection would operate similar to existing conditions, and no lane groups, besides those previously identified, would operate at LOS “E” or “F”.

Future conditions (with project):

According to the TIA, the signalized study intersections would continue to operate at acceptable overall LOS “D” or better during the a.m. and p.m. peak hours. The results indicate that only minor increases in delay would occur.

Consistent with future conditions without development, some lane groups would continue to operate at LOS “E” or “F”. Additionally, the following lane groups would operate at capacity LOS “E” (increase from LOS “D” under future conditions without development):

- The northbound left-turn lane at the intersection of North George Mason Drive and Lee Highway (p.m.).
- The eastbound approach and southbound left-turn at the intersection of N. George Mason Drive and Washington Boulevard (a.m.).
- Under stop controlled conditions, the westbound approach at 19th Street North at North George Mason Drive would operate at LOS “F” during the a.m. and p.m. peak hours.

Other off-site non-signalized study intersections would generally operate with similar delay when compared to future conditions without development.

In order to mitigate the impacts of the proposed development, potential improvements at study intersections were identified, in addition to the proposed signalized entry at North George Mason Drive and the outpatient pavilion entry. Recommended improvements include modifications to signal timing, changes to signal phasing, and lengthening left-turn lanes on North George Mason Drive.

Streets and Sidewalks: The table below provides a summary of the existing and proposed street cross-sections associated with the project.

NORTH GEORGE MASON DRIVE		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
61.5'—63'	5'	6.5'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
61.5'—63'	10'	17'
NINETEENTH STREET NORTH		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
30'	4'	7'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
36'	6'	10'
NORTH EDISON STREET		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
36'	4'	6.5'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
36'	6'	10'

North George Mason Drive: The project proposes maintaining the existing street width and street section adjacent to the site, while reconfiguring lane widths, changing and adding turn lanes to improve vehicular access to the hospital site, and reconfiguring the median locations and widths. Sidewalks on the hospital side of George Mason Drive would be widened to 10 feet clear (with one pinch point), to accommodate a shared use path for pedestrians and cyclists, with additional landscaped area.

Nineteenth Street North: Due to its narrow 30' width, 19th Street North is currently configured as a two-way yield street, with parking on both sides of the street. The project proposes widening the street width to 36', to allow for two 11' travel lanes, and parking on both sides of the street. Sidewalks on the parking garage side of the street would be widened to 6 feet of clear width, with a wider landscaped area.

North Edison Street: The applicant proposes maintaining the existing street widths and travel lane configurations. Sidewalks on the garage side of the street would be widened to 6 feet of clear width from the intersection with 19th Street North to the service drive, with a wider landscaped area than currently exists. Between the service drive and the ambulance entrance on North Edison Street, the applicant will attempt to widen the 4-foot sidewalk to 5 feet. In addition, a new 6-foot sidewalk would be constructed on the east side of North Edison Street, between

Nineteenth Street North and Seventeenth Road North. This long block of the east side of North Edison Street has long lacked any sidewalk.

On-street parking: The site plan area is surrounded by on-street parking with varying parking restrictions. On-street parking on the hospital side of the surrounding streets is shown in the table below:

On-Street Parking Restrictions, Hospital Facing Blocks

Street	Block Segment	Restriction
N. George Mason Drive	Blue & Gold Entrance/16th Street N.	4-hour paid parking
N. George Mason Drive	19th Street N./Site Driveway North	Unrestricted
19th Street N (south side)	N. George Mason Drive/N. Edison Street	Unrestricted
N. Edison Street (west side)	19th Street N. Site Driveway N.	No parking 7 am-7 pm
N. Edison Street (west side)	Site Driveway North/Site Driveway Middle	Unrestricted
N. Edison Street (west side)	Site Driveway Middle/Site Driveway South	Metered parking
N. Edison Street (west side)	Site Driveway South/16th Street N.	12-hour paid parking
16th Street N (north side)	N. George Mason/N. Edison Street	4-hour paid parking

Following completion of the expansion project, it is anticipated that all on-street parking on the hospital side of the surrounding blocks will require payment, and will likely be restricted by the number of hours permitted (which has not yet been determined). Parking will remain on both sides of North Edison Street, though some spaces would be lost on the hospital side of the street. Also, while parking will remain on the hospital side of North George Mason Drive, some on-street parking would be lost due to the reconfiguration of lanes and access points to the hospital. Two on-street parking spaces would be lost on the hospital side of Nineteenth Street North due to the placement of a new garage entry/exit.

A comparison of the number of on-street parking spaces for hospital-facing blocks, currently and following completion of the project, is shown below:

<u>Street</u>	<u>Existing</u>	<u>Proposed</u>
George Mason Drive	27	13
19 th Street	18	16
Edison Street	49	42 ⁴
<u>16th Street</u>	<u>16</u>	<u>16</u>
Total	110	87 ⁵

Following the completion of the hospital expansion project, it is expected that parking on the residential sides of the surrounding streets will remain with restrictions similar to today:

On-Street Parking Restrictions, Residential Facing Blocks

Street	Block Segment	Restriction
N. George Mason Drive	19th Street N./16th Street N.	No parking
19th Street N (north side)	N. George Mason Drive/N. Edison Street	Zone 10 parking
N. Edison Street (east side)	19th Street N./16th Street N.	Zone 12 parking
16th Street N (south side)	N. George Mason N. Edison Street	Two-hour parking

⁴ This includes the installation of a sidewalk on the east side of North Edison Street. If no sidewalk is installed, there would be 52 on-street parking spaces at this location.

⁵ Without the sidewalk on North Edison Street, the total proposed spaces would be 97.

On-Site Parking: The existing hospital site currently contains 2,106 parking spaces, spread across various garages (1,872) and surface parking lots (234). With the proposed expansion, an additional 1,740 spaces will be built, and 74 surface parking spaces would be lost, yielding a total of 3,772 parking spaces on the expanded hospital campus. Further discussion of on-site parking is provided in the Modification of Use Regulations section of this report.

Pedestrian Facilities: The site frontages along North George Mason Drive, 16th Street North, North Edison Street, and 19th Street North all have sidewalks that are of varying conditions. The signalized intersection of 16th Street North/North George Mason Drive has marked crosswalks on all four legs of the intersection, pedestrian countdown heads, and ramps serving each crosswalk. The signalized VHC driveway along North George Mason Drive has marked crosswalks on the northern and eastern legs, pedestrian countdown heads, and ramps serving the crosswalks. A marked crosswalk with ramps exists across North George Mason Drive at the non-signalized intersection with 19th Street North. A midblock crossing with ramps is located along 16th Street North between North George Mason Drive and North Edison Street. Marked crossings with ramps also exist at the non-signalized intersection of North Edison Street and 16th Street North.

While the site area does contain sidewalks in good repair, marked crosswalks at the intersections around the site, pedestrian ramps to serve the crosswalks, on-street parking, and planting buffers, there are concerns regarding pedestrian accommodation and safety, among them:

- Narrow sidewalks on some surrounding streets, and an incomplete sidewalk network on neighborhood side streets;
- Heightened pedestrian safety concerns at intersection crossings with increases in vehicular turning movements to access the proposed garage, especially at the intersection of George Mason Drive with 19th Street North;
- The desire for an east-west pedestrian connection through the site.
- The need for improved pedestrian circulation and wayfinding within the site.

The applicant proposes several pedestrian improvements at and around the site to address and mitigate these concerns, among them:

Wider sidewalks on all streets surrounding the site; improvements to pedestrian circulation within the site: On George Mason Drive, the existing clear sidewalk width is five feet; on 19th Street North and North Edison Street, the existing clear sidewalk width is four feet. The planting buffers are similarly narrow on all surrounding streets, resulting in a less-than-desirable pedestrian environment along the streets that surround the hospital. As part of this project, more generous sidewalk widths would be provided on all of these streets: George Mason Drive would have a 10'-wide shared-use path, with a 7' buffer between the pathway and the street; North Edison Street and 19th Street North would have 6' clear sidewalks, with a 4' planting buffer. These more generous widths will improve pedestrian comfort, provide a more pleasing environment in which to walk, and also increase pedestrian safety through increased separation between pedestrians and vehicular traffic.

Additionally, the east side of North Edison Street has an incomplete sidewalk across from the hospital: there is no sidewalk on this side of the street between 19th Street North and 16th Road North. As part of this project, the applicant proposes to construct 765 feet of new sidewalk on the east side of North Edison Street between 19th Street North and 17th Road North. This new 6'-wide sidewalk would be constructed within existing right-of-way, resulting in no loss of frontage for those living on the east side of North Edison Street. This sidewalk improvement would implement a recommendation in the Neighborhood Conservation Plan for the High View Park neighborhood.

Safety improvements for pedestrians crossing George Mason Drive at 19th Street North: The applicant is recommending widening the median on George Mason Drive at Nineteenth Street North from 9' wide to 17' wide, creating a stronger median refuge for pedestrians crossing North George Mason Drive. Additionally, if justified, the applicant will install user-activated (push-button) rectangular rapid flashing beacons to warn motorists traveling in both directions of George Mason Drive of pedestrians crossing North George Mason Drive at 19th Street North. According to the Federal Highway Administration, "Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts."⁶

A proposed pedestrian path connecting the east and west sides of the site: There is an existing driveway/service drive that provides access into the Edison site from both George Mason Drive and North Edison Street. It is designed with a grass diverter near the center to prohibit east-west through vehicular movement. However, the traffic volumes are sufficiently low that the driveway/service drive makes a good pedestrian path to connect George Mason Drive and North Edison Street about midway between 16th Street North and Nineteenth Street North, the two nearest east-west streets: the path is well paved and sufficiently wide (approximately 10 feet), there is a clear sightline through the entire site from both George Mason Drive and North Edison Street, and there is a modest amount of ambient lighting and one streetlight pole.

While the existing pedestrian connection would be lost with the hospital expansion, the applicant is proposing to provide a new east-west pedestrian route through the site in approximately the same location as the existing driveway/service drive. The proposed pathway would be a 6' wide sidewalk, alongside the proposed new service drive, and continuing beneath the cantilever of the parking garage, between the new garage and the Green Garage.

Improved pedestrian circulation and wayfinding within the site: The internal circulation within the site consists of unclearly marked or delineated zones, which are uncomfortably shared between vehicles and pedestrians. Within the expanded portion of the site, vehicular movements will be more regular and controlled, pedestrian walking and crossing areas will be more clearly delineated, and stop and yield controls will be instituted, providing improved pedestrian circulation, safety, and wayfinding.

⁶ From the Federal Highway Administration website:
https://safety.fhwa.dot.gov/intersection/conventional/unsignalized/tech_sum/fhwasa09009/

Transit: The site area is served by two ART bus transit routes; the nearest Metrorail station is Ballston–MU, approximately 1.6 miles from the hospital campus.

Bus transit: Arlington County ART bus service operates two routes that serve the hospital: ART route 51 (Ballston – Virginia Hospital Center) serves the site via George Mason Drive, and ART route 52 (Ballston – Virginia Hospital Center – East Falls Church) serves the site via stops along North George Mason Drive and 16th Street North.

ART route 51 runs between the Ballston-MU Metrorail Station, past the hospital campus, and up to Lee Highway. This bus line operates on weekdays from 6:05 a.m. to 12:30 a.m., Saturdays from 6:05 a.m. to 12:13 a.m., and Sundays from 6:45 a.m. to 10:34 p.m. with approximately 30-minute headways.

ART route 52 serves the site via stops along North George Mason Drive and 16th Street North. This route runs between the Ballston-MU Metrorail Station, past the hospital campus, up to Yorktown Boulevard and terminates at the East Falls Church Metrorail Station. This bus line runs operates on weekdays from 5:51 a.m. to 9:29 p.m. with approximately 30-minute headways during peak periods.

Further from the site, there is additional ART and Metrobus service on Washington Boulevard, Glebe Road, and Lee Highway. There will be no changes to scheduled bus transit service as part of this project.

The applicant proposes to relocate two bus transit shelters on the east side of George Mason Drive: the shelter near 19th Street will be relocated slightly further south and slightly further away from the curb, in order to permit the creation of the ten-foot shared-use pathway. The stop at the main hospital entrance will be moved north of the vehicular entrance on George Mason Drive, to the far side of the intersection, in order to mitigate conflicts between buses and vehicles turning into the hospital entry.

As a condition of the previous site plan approval, Virginia Hospital Center has been providing Arlington County with an annual payment of \$60,000 for the purpose of subsidizing transit service for hospital employees. Employees who show identification upon boarding at one of the bus stops near the hospital may receive a free ride. As part of this project, the subsidy would be eliminated and replaced with a more robust transportation demand management program, which is described below.

Metrorail: The Ballston Metrorail Station provides access to the orange and silver lines. The orange line runs between New Carrollton and Vienna. The silver line runs between Largo Town Center and Wiehle Road in Reston. Metrorail riders can transfer at Rosslyn, Metro Center, and L'Enfant Plaza for access to other lines.

There is an existing VHC shuttle service that includes a stop at the Ballston-MU Metrorail Station for employees. This shuttle service, along with other shuttles to offsite employee parking

lots, will be eliminated upon completion and occupancy of the new garage for the hospital expansion project.

Bicycling: According to the 2017 Arlington County Bike Map, North George Mason Drive, North Edison Street, 16th Street North, and 19th Street North adjacent to the hospital campus are identified as on-street bike routes. However, none of these streets has a dedicated or protected bicycle lane in the vicinity of the hospital site. Nearby on-street lanes and off-street trails exist around the hospital campus, providing connections throughout northern Arlington County. It is one of staff's objectives for this project to improve bicycling infrastructure and facilities at and near the hospital.

Shared-use path on George Mason Drive: George Mason Drive has a striped northbound bicycle lane from Wilson Boulevard, which terminates just shy of Washington Boulevard, three blocks south of the hospital. The northbound striped lane again picks up on George Mason Drive north of Lee Highway, leaving a nine-tenths of a mile gap in the northbound network. (The southbound network is far more incomplete.) The applicant is proposing to widen the existing 5'-wide sidewalk on the east (hospital) side of George Mason Drive, between 16th Street North and 19th Street North, to 10 feet, sufficiently wide to accommodate shared usage for pedestrians and bicycles. This would fill in almost half (four-tenths of a mile) of the 'missing link' in the bicycle network, and provide a viable alternative for northbound cyclists, as well as for any bicyclists destined for the hospital campus. These improvements will also help to implement a recommendation in the Bicycle Element of the Master Transportation Plan to provide bicycle facilities on North George Mason Drive between Fairfax Drive and Lee Highway.

The hospital campus currently has some bicycle storage facilities on-site and proposes to increase bicycle parking for all users as part of the proposed expansion. Just as the proposed new garage will provide vehicle parking for existing and projected future vehicle parking need, the proposed project will provide new bicycle parking to meet County standards and to provide sufficient up-to-date facilities for the entire hospital site (not just the expansion), reflective of existing and future bicycle parking need. The entire future hospital bicycle parking, shower, and locker facility supply will be planned for and committed to with this project approval.

One hundred fifty Class I bicycle parking spaces will be provided for the entire site plan area, and thirty Class II or III bicycle parking spaces. Additionally, there will be up to twelve showers per gender, and at least one clothes storage locker per gender will be installed for each new employee bicycle space (between 150 and 300 lockers will be provided as part of this project).

Bike Sharing: As part of this project, the applicant will site a Capital Bikeshare station on the hospital campus, near the corner of George Mason Drive and 16th Street North, adjacent to the proposed shared-use path. The applicant will fund installation, and ten years of operations and maintenance costs.

There is also an existing 11-dock bikeshare station approximately one-half mile south of the site at the intersection of Washington Boulevard and North Frederick Street, at Lacey Woods Park.

Car Sharing: There are currently no car sharing services within a mile of the hospital campus.

Transportation Demand Management (TDM): The applicant will implement a Transportation Management Plan (TMP) to provide a program oriented towards decreasing single-occupancy vehicle (SOV) trips to and from the site. The proposed TDM program is far more robust than that which exists at the site today, and offers more programs and incentives that could encourage employees and hospital visitors to use alternative modes of transportation. Key elements of the TDM program will include:

- A full-time on-site TDM coordinator, a position which does not exist today;
- A parking “cash-out” program for all employees onsite, which will provide the same cash or transit subsidy value to non-drive-alone commuters (walk, bike, transit, carpool, vanpool, etc.) as the value the applicant will provide through offering free parking in the new garage to employees who come in cars;
- Providing all employees onsite access to a pre-tax commuter benefits program;
- Installation of electronic transportation information displays in public areas throughout the hospital campus;
- Preferential parking in the proposed new garage for all carpools and vanpools;
- Employee commute planning support that begins prior to construction and that provides tailored commute option guidance to each on-site employee in advance of opening of the new garage;
- Early implementation of the TDM program.

Proposed Signalized Entrance at the Outpatient Pavilion: The applicant has proposed an entrance at the site of the hospital expansion that aligns with the proposed driveway into the new parking garage. County staff have recommended that the signalized entrance be located further to the south, with a (non-signalized) right-in, right-out entry located at the proposed driveway, with the rationale that an entry that aligns with the intersection of George Mason Drive and 17th Street North is geometrically preferred, as it would not include driveways within the intersection functional area.

The applicant has expressed concern that the County’s recommended option would require vehicles entering the site to make an immediate left- or right-hand turn, potentially replicating an undesirable condition that exists at the current hospital entry. Further, their concern is that the County’s recommended option could increase queuing (“back-ups”) within the site. County staff believe that queuing can mostly be controlled through signal timing adjustments.

Although the applicant’s proposed entrance is not at the location preferred by County staff, staff agrees that the location and configuration as proposed by the applicant would operate successfully and safely, and cause no deterioration of traffic service on George Mason Drive and along the surrounding streets. Additionally, County staff agree with the traffic consultant’s assessment that access impacts to adjacent residents would be minor.

DISCUSSION:

Project Evolution Through Site Plan Review Process: Over the course of the site plan review process, the applicant has made numerous revisions to the proposed site design to address issues raised by staff and the Site Plan Review Committee. Significant changes to the project’s design are highlighted below:

Issue	Original Proposal		Current Proposal	
Parking garage height and massing	Tapering from 3 levels to 8 levels above grade		Tapering from 3 levels to 5 levels to 6 levels above grade	
Parking garage spaces	Above grade:	1,573 (75%)	Above grade:	1,011 (58%)
	Below grade:	514 (25%)	Below grade:	729 (42%)
	Total:	2,087	Total spaces	1,740

Since the initial site plan submission, the applicant has reduced the total number of spaces in the garage by 17% and the number of above grade spaces by 36%. The images below show how the garage massing has evolved during the process.

Figure 12: Parking Garage from 19th Street N. and N. Edison St.

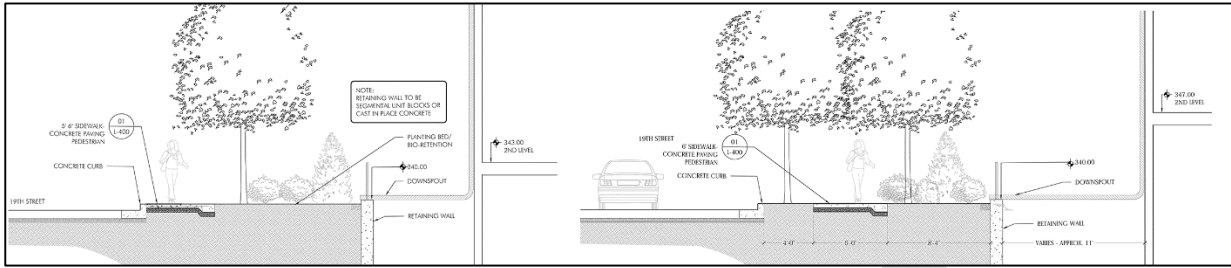


Issue	Original Proposal	Current Proposal
Setbacks ⁷ from 19 th Street	Outpatient Building: 27 feet	Outpatient Building: 38 feet
	Parking Garage: 27 feet	Parking Garage: 45 feet
Setbacks from Edison Street	Parking Garage: varies 24 - 27 feet	Parking Garage: varies 43 - 49 feet
Lot coverage	70.8%	63.7%

The applicant has increased the outpatient building setbacks along 19th Street by 9 feet. The parking garage setbacks along 19th Street increased by 18 feet and by 19 to 22 feet along Edison Street. These additional setbacks, along with the consolidation of vehicle entrances, have increased the amount of landscaped areas for the proposal by approximately 17,000 square feet.

⁷ Setbacks are approximate and are measured from the existing curb line for the purposes to provide an equivalent comparison. Some curb lines are proposed to shift toward the development site to accommodate parking lanes or sidewalks.

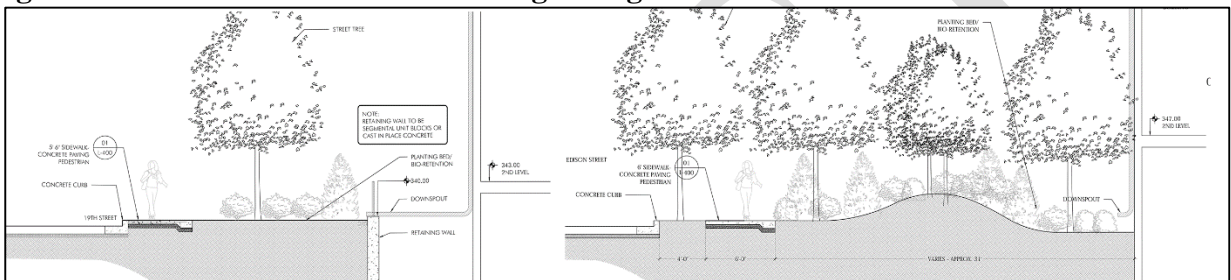
Figure 13: 19th Street Setback at Outpatient Building



Original Proposal
(27 feet curb to building)

Current Proposal
(32 feet curb to building
plus 6 feet new right-of-way)

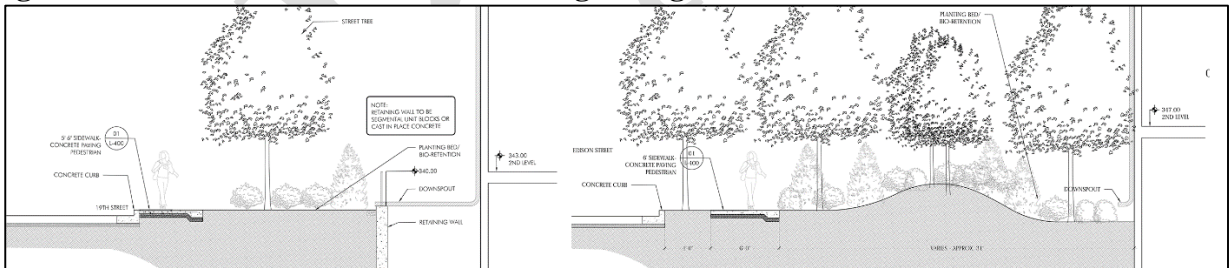
Figure 14: 19th Street Setback at Parking Garage



Original Proposal
(27 feet curb to building)

Current Proposal
(39 feet curb to building
plus 6 feet new right-of-way)

Figure 15: Edison Street Setback at Parking Garage



Original Proposal
(Varies 24-27 feet curb to building)

Current Proposal
(Varies 35-41 feet curb to building
plus 8 feet new right-of-way)

Issue	Original Proposal	Current Proposal
Vehicle entrances	George Mason Drive: 3	George Mason Drive: 2
	19 th Street: 1	19 th Street: 1
	Edison Street: 3	Edison Street: 2
19 th Street section	30 feet wide; two 11-foot travel lanes with parking lane on north side only	36 feet wide; two 11-foot travel lanes with parking lanes on both sides

Edison Street section	No sidewalk on east side of street	Street right-of-way shifted toward Edison Site to accommodate sidewalk on east side of street between 17 th Road and 19 th Street; parking lanes retained on east side and mostly retained on west side
Bicycle facilities	None proposed	10-foot wide shared use path on east side of George Mason Drive between 16 th Street and 19 th Street

Over the course of the site plan review process, the applicant eliminated two vehicle entrances, one on North George Mason Drive and the other on North Edison Street. Consolidating these entrances reduces the number of curb cuts and potential conflicts between cars and pedestrians. The access point eliminated on George Mason Drive also allows the median break at 17th Street North to be retained, preserving access for residents on the west side of George Mason Drive. The original proposal eliminated this median break, which would have precluded left turns in and out of the 17th Street North cul-de-sac.

In response to comments received at SPRC meetings, the applicant agreed to add right-of-way from its site along 19th Street to maintain on-street parking on both sides of the street and to allow for 11-foot travel lanes in each direction. The applicant also modified its plans to construct a new sidewalk on the east side of Edison Street, opposite the proposed development. This new sidewalk would be constructed within existing right-of-way, and the applicant will dedicate additional right-of-way on its side to accommodate a full street section along the new parking garage.

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site:

- General Land Use Plan (GLUP)
- Arlington County Zoning Ordinance

General Land Use Plan: The GLUP designation for both the Edison Site and Hospital Site is “Government and Community Facilities.” Typical uses for this designation include County, state, and federal administration and service facilities, as well as hospitals, nursing homes, and institutional housing. Zoning districts that correspond to this “Government and Community Facilities” are the Public Districts: “S-3A,” “S-D,” and “P-S.” The GLUP also indicates public ownership of the Edison Site with cross-hatching, which reflects the current ownership status of that site. If the Edison Site is ultimately conveyed to Virginia Hospital Center, this cross-hatching would be removed via a separate action to reflect that it is no longer publicly-owned.

Zoning Ordinance: The proposed “S-D” zoning for the site allows hospital and medical office uses by use permit and site plan approval. The maximum height for sites of 3 acres or more is 10 stories or 95 feet, and the maximum lot coverage is 75 percent. The proposed site plan meets both of these standards.

The “S-D” district also includes guidelines for hospitals and related health care facilities proposed by site plan. These guidelines were adopted by the County Board as a Zoning Ordinance Amendment in 1990 and the language has not been amended since that time. The S-D amendment was initiated to address concerns about hospital expansions in residential neighborhoods and was informed by the recommendations of a Planning Commission task force that included representatives of Arlington’s hospitals and surrounding neighborhoods.

The “S-D” guidelines from §4.3.3.D.1 of the Zoning Ordinance are quoted below, followed by discussion of the proposed site plan amendment.

(a) The maximum gross floor area shall not exceed the site area multiplied by the prevailing F.A.R. of the surrounding area (calculated by averaging the F.A.R. of all the improvements on each lot, any part of which is located within 260 feet from any part of the site), except that the County Board may approve a development by site plan approval with a maximum gross floor area not exceeding the site area multiplied by 1.0. In judging the appropriateness of granting site plan approval for hospitals and hospital-related medical and health care facilities at densities greater than the prevailing F.A.R. of the surrounding area, the following guidelines shall be considered:

The proposed site plan amendment exceeds the prevailing FAR of the surrounding area. Therefore, the guidelines apply to the proposed development. The phrase “the following guidelines shall be considered” indicates that this text is not intended to be prescriptive and should be considered as policy guidance rather than rigidly applied regulations for development.

(b) The bulk and placement of buildings shall be concentrated in a location on the site so as to have the least negative impact on the surrounding neighborhoods. The basis for judging the appropriate bulk and placement of density on the site shall be the degree to which the project achieves a tapering in height, bulk and mass from the center of the site, or that portion of the site deemed appropriate for the concentration of density on the master plan, down to the building line of the site so that the building line of the site is set back at least as far as the required building line of surrounding properties zoned R and RA, and the structures meet the height requirements for the surrounding residential properties at the building line. Behind the building line, the intent is to increase gradually in height in such a way as to relate to the height and bulk requirements of the abutting residential properties, as well as those residential properties across the street.

This guideline addresses setbacks and the tapering of height toward the center of the site, or the portion of the site deemed appropriate for concentrating density in a master plan. The proposed development site is across the street from “R-6” zoned residential properties on three sides: Edison Street, 19th Street, and George Mason Drive. The required setback for “R-6” development is 25 feet from the street right-of-way, and the maximum height allowed is 35 feet. The maximum height allowed in the S-D District is 95 feet.

Along the Edison Street frontage, the proposed setback for the parking garage is a minimum of 43 feet. The height of the garage steps up from 31 feet at the building line, to 55 feet, to a maximum height of 67 feet. Along the 19th Street frontage, the proposed setback for the parking

garage is 39 feet from the curb (the right-of-way line is in the middle of 19th Street and is proposed to be dedicated back to the County). The height of the garage along 19th Street steps up from 43 feet to 67 feet.

Figure 16: East-West Cross Section Through Site

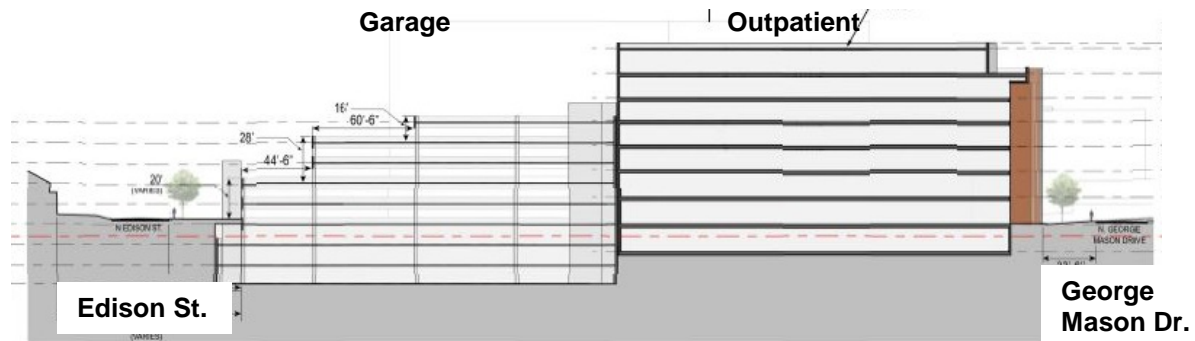
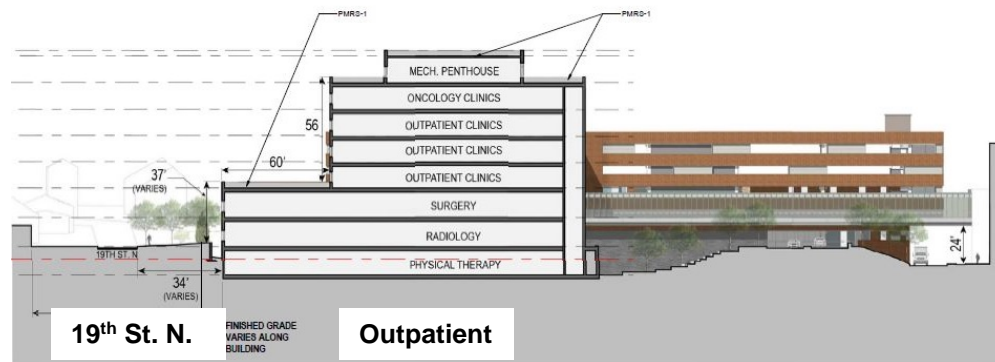


Figure 17: North-South Cross Section Through Site



Along the 19th Street frontage, the proposed setback for the outpatient building is 33 feet from the curb (the right-of-way line is in the middle of 19th Street and is proposed to be dedicated back to the County). This building has a two-story podium (39 feet) and increases in height to six stories (95 feet) after a 60-foot horizontal stepback. Along George Mason Drive, the proposed setbacks for the outpatient building vary from 28 feet to 43 feet. The building façade along George Mason Drive does not taper and the height is 95 feet. George Mason Drive is a 63-foot wide arterial street, and the closest house is at least 150 feet away from the proposed outpatient building. This distance helps to mitigate the negative impacts of the proposed design, and staff’s position is that tapering is less critical along George Mason Drive than on 19th and Edison Streets because of the separation between the proposed outpatient building and the residences across George Mason Drive.

(c) The placing of parking underground, where feasible, shall be encouraged. Where parking is provided in above-ground structures, they shall meet the bulk, coverage and placement requirements for site plans required in subsection (b), above.

Of the total 1,740 parking spaces in the proposed garage, 729 (42%) are located underground. This is an increase from the applicant’s initial proposal to place 514 spaces underground. Over

the course of the site plan review process, the number of above grade garage spaces proposed by the applicant has decreased from 1,573 to 1,011. Analysis of how the parking garage addresses the guideline for bulk, coverage, and placement is provided in the discussion of (b) above.

(d) A vehicular traffic mitigation plan shall be provided.

Discussion of the applicant's proposed traffic mitigation measures and an overview of the proposed Transportation Demand Management measures are provided in the Transportation section of this report.

(e) A master plan outlining proposed future development on the site for a minimum of five years from the date of site plan application shall be provided. Master plans and a conceptual plan for the following five years shall include the information, analysis and standards necessary for a plan to be the basis for judging future requests.

This guideline recommends that the applicant provide a 5-year master plan and a 10-year conceptual plan to provide context for the current phase of hospital expansion. During the SPRC process, the applicant indicated that within the next ten years, the only likely redevelopment beyond the proposed outpatient building and parking garage would be the demolition of the "Green Garage" and replacement of the central utility plant. However, the applicant has provided a conceptual master plan (an exhibit attached to the site plan drawings dated August 6, 2018) indicating possible future phases, which represents many decades of growth and redevelopment. These drawings demonstrate the applicant's vision of focusing inpatient services on the south side of the campus and outpatient services on the north side, show an internal ring road to improve traffic flow, and show an improved east-west pedestrian connection through the center of the campus. The conceptual master plan also shows a second building on the Edison site, oriented along the proposed garage and facing George Mason Drive.

These master plan drawings are conceptual and are provided only for information and context purposes. The subject applications do not include approval of any of the elements shown in future phases beyond the proposed site plan amendment. The applicant has agreed to a site plan condition that would require the submission of a Phased Development Site Plan (PDSP) application for the long term build out of the site prior to the approval of the next major site plan amendment. This PDSP would set the parameters for future site plan amendments and would be a way for the County to ensure that future phases of development are consistent with a longer term framework for growth on the site.

(f) An increase in gross floor area of private medical offices may be approved only when the applicant demonstrates the medical need for said office space. The total gross floor area of private medical offices shall be substantially subordinate to the gross floor area of hospital use.

The proposed development is adding approximately 120,000 square feet of medical office uses and 120,000 square feet of hospital uses to the expanded site plan area. Many of the existing outpatient services will be relocated from the Hospital Site to the new outpatient building on the Edison Site, freeing up space to expand inpatient beds and services. With the proposed site plan

amendment, the proportion of medical office space on the site will increase from 22% to 29% of the total gross floor area, a level which is still substantially subordinate to hospital uses.

(g) The impact on the continuous provision of medical services and facilities, particularly those in existing buildings, shall be considered when using these guidelines to evaluate new development.

Because the applicant is proposing to expand its campus onto an adjacent site, it will be able to construct the outpatient building without impacting any of its existing medical services or facilities on the Hospital Site. Additionally, the proposed expansion of on-site parking would serve both the new outpatient building and existing medical facilities.

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

Green Building Density Incentive Program: Arlington County's Green Building Density Incentive Policy for Site Plans contains bonus density provisions for site plan projects that meet the objectives of the County's green building program. Per §15.5.7 of the Zoning Ordinance, the County Board may permit bonus density for provisions made for open space and other environmental amenities. The applicant is proposing to commit to a certification of LEED Silver for the outpatient building, with two Arlington Priority Credits. The applicant is therefore requesting, consistent with the County's policy, bonus density of the maximum of 0.30 FAR for the site area allocated to the proposed outpatient building. Total green building bonus density equals 50,705 square feet in the outpatient building.

Density Exclusions: The applicant is requesting that 13,651 square feet of gross floor area be excluded from density calculations for below-grade mechanical areas. These areas are all located within the Garden Level of the proposed outpatient building and do not add to the height, bulk, or mass of the building.

Parking: The applicant proposes to provide 3,772 parking spaces for the entire site plan area, including 1,740 spaces in the proposed parking garage on the Edison Site and existing spaces in the Green, Gold, and Blue garages. The Zoning Ordinance sets forth minimum parking ratios based on the gross floor area of medical office uses and the number of employees (staff doctors and other employees) for hospital uses. Based on the proposed medical office space and the projected hospital employee information provided by the applicant, staff calculates that the minimum parking requirement for the proposed site plan is 3,902 spaces for all development within the site plan area.

The number of parking spaces proposed, as well as the relationship between the amount of parking and the massing and height of the proposed garage, were major topics of discussion during the SPRC process. The applicant reduced the amount of parking proposed in response to these concerns. The proposed number of spaces provides a balance between meeting peak demand for parking on-site and mitigating the massing impacts of the parking garage. Staff expects that the Transportation Demand Management conditions, including the provision of a parking cash-out program for employees, will further reduce the demand for parking.

Loading: Rather than provide a designated loading dock for the proposed outpatient building, the applicant proposed to continue to use its existing central loading docks on the Hospital Site. Large trucks will use these loading docks, and the applicant proposes to use smaller vehicles to transport materials to and from the outpatient building. A designated parking area for these service vehicles is provided next to the B1 level of the proposed parking garage. This parking area connects to the outpatient building via a service corridor in the garage.

Compact Parking Spaces: The Zoning Ordinance allows up to 15% of parking spaces to be designed and marked for compact cars. However, the Ordinance does not permit any compact spaces for “hospitals or hospital-related medical and health care facilities, medical offices, nursing homes, convalescent homes and intermediate care facilities, and related housing for the elderly.” The applicant is requesting 20 compact parking spaces within the proposed garage, or 1.1% of the total spaces in the garage.

Screening Wall Height: During the SPRC process, community members requested that the applicant provide screening for its existing dumpsters and tanks, located on the Edison Street side of the Hospital Site, east of the central utility plant. The applicant agreed to provide this improvement and applied for permits for this work. However, it was determined that the proposed decorative screening wall exceeded the Zoning Ordinance’s height requirement. As the additional height (up to ten feet) is necessary to properly screen the dumpsters, staff is recommending that the County Board modify this requirement as part of the subject site plan amendment. The applicant has agreed to a condition requiring that this work be completed prior to the first demolition permit for any work on the Edison Site.

Site Plan Features and Improvements: The applicant agrees through the standard site plan conditions to provide certain features, improvements, and amenities to mitigate the impacts of the proposed development on adjacent properties and the neighborhood. This includes but is not limited to:

- Completion of pavement, sidewalk, curb and gutter on street frontages;
- Streetscape and landscape improvements on site to current County standard;
- Public art contribution;
- Public utility improvements (water, storm sewer, sanitary sewer);
- Undergrounding existing on-site overhead utilities;
- Utility undergrounding fund contribution;
- Robust transportation demand management program covering the entire hospital campus;
- Installation of an in-building wireless first responders network in the new outpatient building; and

In addition, the following site plan features and improvements are being provided to mitigate the impacts of the proposed development, to further the goals of County plans and policies, and, pursuant to ACZO Sections 15.5.7, to allow for the modification of use regulations related to density.

- LEED Silver certification and achievement of two Arlington priority credits for the outpatient building;
- Sustainable design elements for the parking garage;
- Prohibition from pile driving during construction;
- Capital and operation/maintenance funding for a bikeshare station on-site;
- Thirty (30) bicycle parking spaces for visitors;
- Construction of a 6-foot wide sidewalk on the east side of N. Edison Street, between 17th Road N. and 19th Street N., fulfilling a recommendation of the High View Park Neighborhood Conservation Plan;
- Construction of a 10-foot wide shared use path on N. George Mason Drive, between 16th Street N. and 19th Street N., a segment recommended as a near term improvement in the Bicycle Element of the Master Transportation Plan;
- Installation of pedestrian safety devices, such as rapid flashing beacons, at the intersection of N. George Mason Drive and 19th Street N.;
- Provision of a publicly accessible east-west pedestrian pathway through the site, between N. George Mason Drive and N. Edison Street;
- Long range master planning of the hospital campus through the submission of a Phased Development Site Plan for SP #177;
- Designation of a community liaison for the life of the site plan and quarterly meetings with representatives of the surrounding civic associations;
- Screening of the existing waste storage area along N. Edison Street; and
- An expansion of behavioral health services, including the following:
 - Increased number of psychiatric beds;
 - A redesigned behavioral health space within the hospital campus
 - A redesigned emergency department space to better serve patients in psychiatric crisis;
 - Implementation of an outpatient behavioral health program within Arlington County; and
 - Quarterly meetings with the Director of the Department of Human Services to discuss behavioral health services.

PUBLIC ENGAGEMENT:

Level of Engagement:

Communicate, Consult, and Involve

This level of engagement is appropriate because the proposed development would change the intensity of use for the Edison Site and because there has been strong community interest with differing views on the proposal.

Outreach Methods:

- Public notice was given in accordance with the Code of Virginia §15.2-2204. Notices of the Planning Commission hearing on the rezoning, site plan amendment, and use permit amendment were placed in the August 24 and 31, 2018, issues of the

Washington Times for the September 6 and 11, 2018, Planning Commission meetings. Notices of the County Board hearing on the use permit were placed in the August 29 and September 5, 2018, issues of the Washington Times for the September 22, 2018, County Board Meeting.

In addition to the above legal requirements:

- The subject property is located within the John M. Langston Citizens Association and is adjacent to the Tara-Leeway Heights Civic Association, and Waycroft-Woodlawn Civic Association. Representatives of all three civic associations participated in the Site Plan Review Committee meetings. Staff also met directly with representatives of the associations in April and August 2018 to listen to concerns about the project and to answer questions about the project and the review process.
- The County and VHC held a community meeting to initiate the public review process on November 16, 2017, at Virginia Hospital Center's auditorium. At this meeting:
 - A VHC representative presented an overview of the project and the need for expansion.
 - County staff presented an overview of the land exchange agreement and information on VHC's pending land use applications.
 - The Site Plan Review Committee (SPRC) project chair presented on the SPRC process and timeline.
 - County staff and the SPRC project chair answered questions on the site plan review process.
- The Site Plan Review Committee reviewed the development proposal at six meetings between December 2017 and May 2018. The SPRC project chair provided time at the end of each meeting for public comments, and staff distributed feedback cards for comments and questions that were not able to be addressed during the meeting.
- The County hosted a walking tour of the site for community members and the SPRC on February 10, 2018.
- The County hosted two community open houses on the project on June 11 and 12, 2018, at the Langston-Brown Community Center. At each meeting VHC displayed boards illustrating the proposed development, and County staff and VHC representatives discussed the project with community members in an open house format. Each meeting also included an open comment period, during which community members expressed concerns about the project, which are summarized in the Community Feedback section below.
- County staff created and maintained a project page for the proposed development on the County website with project information and meeting materials, which is standard practice for site plan projects. Given the high level of community interest in the project, staff also posted public comments received on the project and developed a

Frequently Asked Questions page with answers to questions received from community members.

- Individual letters outlining the project description and public hearing details were mailed to surrounding property owners of the subject property.
- Placards were placed in various locations surrounding the subject property within seven (7) days of the public hearing.

Community Feedback:

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

Site Plan Review Committee (SPRC): The major topics of discussion at the SPRC meetings included:

- Massing and placement of buildings including heights and setbacks;
- Vehicle access points into the site and the parking garage
- Pedestrian connectivity across and through the site;
- Open spaces and landscaping; and
- Long term master planning of the hospital campus.

Transportation Commission: This item will be heard by the Transportation Commission at its September 5, 2018, meeting.

Planning Commission: This item will be heard by the Planning Commission at its September 6 and 11, 2018, meetings.

Civic Associations: Representatives of the John M. Langston Citizens Association, Tara-Leeway Heights Civic Association, and Waycroft-Woodlawn Civic Association have collaborated with each other in reviewing the project, providing information to community members, and receiving feedback from community members. The three civic associations jointly wrote a letter requesting that the County Board defer the proposed hospital expansion project for an additional three months, and that they would like the applicant to provide a design alternative that places the building massing more toward the center of the Edison Site, with more parking placed underground and setbacks similar to those provided at the southern end of the Hospital Site along 16th Street North. They are also asking for improved façade treatments that “better blends with the community aesthetic and environment.” The letter adds that they are open to additional height for the outpatient building to preserve green space, rather than reserving land for a future building site.

Additional Community Feedback: Through the outreach methods mentioned above, staff has received a significant amount of input on the proposed development. Many residents living near the hospital have expressed concerns similar to those raised by the civic association representatives. Community member concerns include the physical and visual

barriers created by the proposed site design, the proposed building entrance that faces inward rather than toward the street, increased traffic and speeding, the location of the proposed traffic signal and garage access point on North George Mason Drive, pedestrian circulation through and around the site, and light and noise impacts from the proposed garage entrance on 19th Street North. Community members have also raised operational issues regarding the existing hospital campus, such as litter and cigarette butts on nearby streets, hospital employees, patients, and visitors parking on nearby streets, vehicle noises at night, and the visibility of the dumpsters on North Edison Street.

Staff has also received feedback from residents who support the project as proposed. These individuals and groups emphasize the need for hospital growth to address current and future demand for health care and the need for upgraded facilities, particularly expanded behavioral health services.

CONCLUSION: The expansion of Virginia Hospital Center is necessary to meet a growing community's outpatient and inpatient health care needs. The medical necessity of this expansion is supported by the Commonwealth of issuance of a Virginia Certificate of Public Need for 44 additional hospital beds to meet the anticipated need over the next five years. The continued success of VHC is important to the Arlington community, both to maintain and increase the availability of high quality health care to its citizens, and for the economic benefits associated with having a major health center in the County.

The applicant's proposal to redevelop the Edison Site with a new outpatient building and parking garage and to expand hospital uses within existing buildings on the Hospital Site, subject to the proposed site plan conditions, is consistent with the General Land Use Plan and the provisions of the Zoning Ordinance, with modifications as requested. The proposal is generally in conformance with the recommendations of the Comprehensive Plan and the guidelines provided for hospitals and related uses in the "S-D" district. The project advances objectives set forth in the Master Transportation Plan and the Neighborhood Conservation Plan for High View Park. The proposal is also consistent with the Letter of Intent approved by the County Board on September 19, 2015, which provides a framework for conveying the Edison Site to VHC. Staff finds that the project:

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

Therefore, staff recommends, subject to the conditions of the ordinance, that the County Board: 1) consent to include the Edison Site in the requested rezoning, site plan amendment, and use permit amendment applications; 2) adopt the attached ordinance to approve the rezoning (Z-

2606-18-1) of the Edison Site from “S-3A” to “S-D;” 3) adopt the attached ordinance to approve the proposed amendment to Site Plan #177 to incorporate the Edison Site into the site plan area, to permit construction of a new medical office building and a new parking garage, and to convert approximately 120,000 sq. ft. of existing medical office use to hospital use with modifications of use regulations for density, parking, compact parking spaces, screening wall height, and other modifications as may be necessary to achieve the proposed development plan, subject to the conditions of the ordinance; and 4) approve the proposed use permit amendment (U-2203-79-3) to incorporate the Edison Site into the use permit area, to permit construction of a new medical office building and a new parking garage, and to convert approximately 120,000 sq. ft. of existing medical office use to hospital use.

DRAFT

REZONING ORDINANCE

WHEREAS, the County Board of Arlington County ("County Board") finds that Virginia Hospital Center Arlington Health System has requested a rezoning from "S-3A" (Special District) to "S-D" (Special Development District) for property located at located at 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. (RPC# 09-016-052 and portion of 09-016-PEA) ("Property"); and

WHEREAS, the County Board finds that the rezoning to "S-D" (Special Development District) will be consistent with the General Land Use Plan designation for the Property; and

WHEREAS, the County Board finds that the rezoning to "S-D" (Special Development District) is required by public necessity, convenience, general welfare, and good zoning practice; and

WHEREAS, the Planning Commission recommended [recommendation] of the rezoning to "S-D" (Special Development District) at their meeting on September 11, 2018; and

WHEREAS, the County Manager recommends approval of the rezoning to "S-D" (Special Development District); and

WHEREAS, the County Board of Arlington County held a duly advertised public hearing on the proposed rezoning on September __, 2018.

NOW THEREFORE, be it ordained, that the Property located at 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. (RPC# 09-016-052 and portion of 09-016-PEA) is hereby rezoned from "S-3A" (Special District) to "S-D" (Special Development District), as shown on the map ("Proposed Zoning" associated with Z-2606-18-1) attached hereto, and to the Board Report prepared for the September 22, 2018 Arlington County Board meeting.

SITE PLAN AMENDMENT ORDINANCE

WHEREAS, an application for a Site Plan Amendment dated December 1, 2017, for Site Plan #177, was filed with the Office of the Zoning Administrator; and

WHEREAS, the Planning Commission held a duly advertised public hearing on that Site Plan on September 6, 2018, and recommended that the County Board [RECOMMENDATION], subject to numerous conditions and has provided a letter dated [DATE]; and

WHEREAS, as indicated in Staff Report[s] prepared for the September 22, 2018, County Board meeting and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to numerous conditions as set forth in the Staff Report[s]; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on September 22, 2018, and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance and modified as follows:
 - **50,705 square feet of bonus density for achieving LEED Silver Certification and two Arlington priority credits;**
 - **13,651 square feet of gross floor area exclusions from density calculations for mechanical spaces on the Garden Level of the Outpatient Building;**
 - **3,772 parking spaces for the entire Site Plan area, serving medical office, hospital, and hospital-related uses, or as necessary to achieve the proposed development;**
 - **No loading spaces required for the Outpatient Building;**
 - **Maximum of 2% compact parking spaces in the new parking garage;**
 - **Screening wall height of up to ten feet for the proposed waste area; and**
 - **Other modifications necessary to achieve the proposed development.**
- Functionally relates to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; an
- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as originally approved on May 20, 1980, pursuant to an application for Site Plan #177, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements designated in Condition 2 below (which drawings, etc... are hereafter collectively referred to as "Revised Site Plan Application"), for a Site Plan Amendment to incorporate 1800 N. Edison St. and a portion of 1701 N. George Mason Dr. into the Site Plan area, to permit construction of a new medical

office and hospital building and all associated facilities, to construct a new parking garage, and to convert approximately 120,000 square feet of medical office use to hospital use for the parcel of real property known as RPC# 09-016-052, -056, -060, -061, -062, -063, -064, -065, -066, -079, -081, -142, -145, -210, -211, -PCA, -PCB, -PEA and 1625, 1635, 1701, 1701A, 1715, 1725 and 1801 N. George Mason Dr. and 1800 and 1810 N. Edison St., approval is granted and the parcel so described shall be used according to the Site Plan as originally approved on May 20, 1980, as shown in the records of the Office of Zoning Administration, and as amended from time to time and as amended by the Revised Site Plan Application, subject to previously-approved conditions #1 through #62 as approved on May 20, 2000, and new Conditions #1 through #66 below:

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

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

1. Overall Compliance Requirements

The Developer agrees that nothing in these conditions relieves the Developer from complying with all Federal, State and/or local laws and regulations. The Developer agrees that these conditions are valid for the life of the Site Plan. The Developer agrees to paste to all site development and building permit application drawings (not including interior alteration building permits i.e. electrical and plumbing), the site plan conditions as referenced in the approved minutes of the County Board meeting at which the Site Plan or any amendment to the Site Plan was approved. The Developer also agrees that no changes to the approved post-4.1 plans (referred to in Condition #3) shall be made in the field. The Developer agrees to obtain the Zoning Administrator's review and approval of all post-4.1 plan changes, who will determine whether the changes are acceptable, need an administrative change, or require site plan amendment approval. Unless otherwise stated in the conditions below, all required submissions shall be filed with the Zoning Office.

2. Site Plan Compliance and Expiration

A. Compliance (Life of the Site Plan) The Developer agrees to comply with the standard conditions set forth below and as referenced in Administrative Regulation

4.1, and the revised plans dated August 6, 2018, and reviewed and approved by the County Board as part of the Site Plan approval (as used in these conditions, the term “Site Plan” shall refer to the approved special exception SP #177) and made a part of the public record on September 22, 2018, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by the Developer and accepted by the County Board or vice versa, except as specified in the conditions below.

- B. **Expiration (Footing to Grade Permit)** If a Footing to Grade Permit has not been issued for the first building to be constructed pursuant to the approved Site Plan, then this Site Plan approval expires on September 22, 2021, unless otherwise extended by the County Board. Extension of this approval shall be at the sole discretion of the County Board. The Developer agrees that this discretion shall include a review of this Site Plan and its conditions for their compliance with then current County policies for land use, zoning and special exception uses. Extension of the Site Plan is subject to, among other things, inclusion of amended or additional Site Plan conditions necessary to bring the plan into compliance with then current County policies and standards together with any modifications proposed by the owner and accepted by the County Board or vice versa.
- C. The Zoning Administrator is authorized to administer and interpret the conditions of this Site Plan in the same manner as she administers and interprets the Arlington County Zoning Ordinance, but in no event shall such administration and interpretation allow the Zoning Administrator to alter, amend, waive, delete, or add any condition(s) to this Site Plan, except to the extent allowed under Section 15.5.3.C (“Administrative Change”) of the Arlington County Zoning Ordinance, as amended, or as provided for in the specific conditions of this Site Plan. The Zoning Administrator is authorized to enforce violations of the conditions of this Site Plan in the same manner as violations of the Arlington County Zoning Ordinance.

3. Post-County Board 4.1 Filing (Demolition and Land Disturbance Permits)

The Developer agrees to file four copies of a Site Plan and the Site Plan Specification Form called for in Administrative Regulation 4.1 within 90 days of the County Board approval, and before issuance of the Land Disturbance Permit or Demolition Permit. The Developer also agrees to submit four digital copies on thumb drive or another comparable electronic format as approved by the Zoning Administrator, including final Site Plan drawings (JPEG, PDF, DWF, and DXF formats), color images of all renderings and photos of presentation boards (JPEG and PDF formats), and PowerPoint presentations (PPT format) shown to the County Board, including any changes made during the County Board meeting, of the approved 4.1 plans. The submittal shall comply with the final approval of the County Board and with Administrative Regulation 4.1. No permits shall be issued for this Site Plan until the post-County Board 4.1 filings have been approved by the County Manager.

4. Site Plan Conditions Review Meeting (Demolition and Land Disturbance Permits)

The Developer agrees to request and attend, along with its construction team, a Site Plan Conditions Review Meeting coordinated by the Zoning Office prior to the issuance of any permits for the Site Plan. The meeting is intended to inform the Developer of the following: 1) requirements of each of the Site Plan conditions that apply to the approved Site Plan; 2) the general process and contacts for obtaining permits, including plan review and approval and overview of associated Site Plan compliance requirements; and 3) the potential need to attend additional pre-permit and pre-construction meetings coordinated by the Inspection Services Division (ISD) and the Department of Environmental Services (DES).

5. Multi-Building Phasing Plan (Demolition and Land Disturbance Permits)

The developer agrees that improvements shown on the Civil Engineering Plan and Final Landscape Plan (“Improvements”) shall be provided and operational prior to any tenant occupancy of site plan buildings, unless otherwise stated in these conditions. For purposes of this condition, one stick of townhouses is the equivalent of one building. Prior to the issuance of any Demolition or Land Disturbance Permits, for site plans having more than one building, the developer may submit a phasing plan (“Phasing Plan”) to the County Manager, for his review and approval, that permits phasing of construction of Improvements reasonably associated with one or more buildings (for example streetscape along the frontages of each building and landscape surrounding each building) in separate phases (“Phases”). The developer agrees that the County Manager will require certain Improvements to be constructed in certain phases in order to support the associated buildings and provide or maintain, during construction and between phases, good design and proper functioning of infrastructure (for example water and sewer, streetlight, or stormwater management facilities). The developer further agrees that no Phase of such Phasing Plan may consist of Improvements without an associated building. The developer agrees that installation and construction of such Improvements, and satisfaction of all requirements concerning property vacations and encroachments, in each associated Phase, shall be: a) constructed consistent with the approved Phasing Plan; and b) be completed per the timing for the applicable Phase pursuant to the applicable condition. The developer agrees to obtain approval from the County Manager of any revisions to the approved Phasing Plan prior to the issuance of any subsequent permits for the project.

6. Vacations and Encroachments (Demolition and Land Disturbance Permits)

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

B. Obtain Ordinance (Excavation, Sheet piling and Shoring Permit) Further, the Developer agrees that no building, structure or utility of any type shall encroach

upon, or interfere with, the use of any County property or the exercise by the County of any property right or interest, unless the Developer has first, before any Excavation, Sheeting and Shoring Permit is issued: a) obtained an ordinance of vacation or an ordinance of encroachment, enacted by the County Board, permitting such use, encroachment or interference; and, b) met all of the conditions of such ordinance(s).

- C. **Phasing of Vacation(s) and/or Encroachment(s).** Completion of the requirements and conditions of Vacation and/or Encroachment Ordinance(s) associated with and/or required to build the site plan project may be phased pursuant to a Phasing Plan approved per Condition #5, provided that:
- i. Density from the vacated area is not required to support the density approved by the site plan;
 - ii. Each pertinent phase is limited to construction of a separate structure or facility located on a discrete physical area of the site plan property for which separate building permits can be issued; and
 - iii. The County Board has enacted separate Ordinance(s) of Vacation and/or Encroachment applicable solely to such approved phase; and
 - a. Each such Ordinance has its own separate conditions, including any designated compensation; and
 - b. The conditions of each such Ordinance can be satisfied without negatively affecting the existing utilities or public infrastructure serving the site plan property or any surrounding properties.

Any phased completion of the requirements of a Vacation and/or Encroachment Ordinance shall not affect or change the timing of completion of all conditions set forth in the Ordinance, or the timing of completion of all conditions set forth in any other Vacation and/or Encroachment Ordinance required to build the site plan project.

7. Tree Survey, Tree Protection Plan, and Tree Protection Bond (Demolition and Land Disturbance Permits)

A. **(Demolition and Land Disturbance Permits)** The Developer agrees to do the following prior to the issuance of the Demolition and Land Disturbance Permits, as part of the Civil Engineering Plan:

- 1) **Tree Survey.** Complete a tree survey which meets the standards set forth below in subparagraph C, and consistent with the Chesapeake Bay Preservation Ordinance (County Code 61).
- 2) **Tree Protection Plan.** Submit to, and obtain the County Manager's review and approval of a tree protection plan for those trees identified on the tree protection plan to be saved according to the standards set forth below in paragraph C, and consistent with the Chesapeake Bay Preservation Ordinance (County Code 61).
- 3) **Bond Estimate.** Upon approval of the tree protection plan, the Developer agrees to submit to and obtain the Department of Parks and Recreation's (DPR) review and approval of, a bond estimate for the trees to be saved based upon Arlington

County's Tree Replacement Formula or an amount approved by the County Manager. The Developer agrees to protect all trees designated to be saved on the tree protection plan, and those specified to be saved by the approved Site Plan and shown on any filing in connection with this Site Plan.

- 4) **Bond.** Upon approval of the bond estimate by the County Urban Forester, the Developer agrees to submit to DPR a bond, in the form of cash or letter of credit in the approved amount of the estimate, and the approved tree protection plan.

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

- 1) **Tree Replacement.** Unless otherwise specified, any tree required to be saved pursuant to this condition, which dies, as determined by the County's Urban Forester, prior to or within three (3) years of the issuance of the Master Certificate of Occupancy, shall be removed and replaced by the Developer at his expense with the number of major deciduous and evergreen trees consistent with the Tree Replacement Guidelines. Failure to provide the required number of replacement trees on site shall cause default of the Tree Protection Bond. The County shall draw from the Tree Protection Bond the bonded amount for each dead or removed tree not adequately replaced. All funds drawn from the bond shall be placed in the County's Tree Canopy Fund.
- 2) **Final Inspection & Bond Release.** The Developer agrees to request a final inspection of all trees required to be preserved, consistent with the approved Tree Protection Plan, three (3) years after the issuance of the Master Certificate of Occupancy. The bond will be released upon satisfaction of all tree protection requirements, including preservation of protected trees.

C. Tree Protection and Tree Protection Plan Standards

- 1) The tree survey shall show existing conditions of the site and locate and identify all trees which are three (3) inches in diameter or greater. The survey shall include any tree on adjacent sites whose critical root zone extends onto the subject site.
- 2) The tree protection plan will designate any trees proposed to be saved by the Developer. This plan shall include any tree on adjacent sites whose critical root zone extends onto the subject site. The tree protection plan shall be developed by a certified arborist or other horticultural professional with a demonstrated expertise in tree protection techniques on urban sites. At a minimum, this plan shall include:
 - a. Detailed specifications for any tree walls or wells proposed.
 - b. A description of how and where building materials and equipment will be stored, and a description and map of construction travel routes, during construction to ensure that no compaction occurs within the critical root zone of the trees to be saved.

- c. The location of all construction trailers, which may not be located within any tree protection area.

8. Construction Trailers Located in Whole or In Part on Private Property (Demolition and Land Disturbance Permits)

The Developer agrees, if there are to be construction trailers located on private property either in whole or in part, to submit and obtain the approval of the Zoning Administrator of a construction trailer plan, which shall show the location of construction trailers, prior to the issuance of the Demolition and Land Disturbance Permits, and prior to locating any trailers on the site. The plan may show construction trailers located within the setback area as long as they are not located in the vision obstruction area or tree protection area.

9. Photographic Record of Development (Demolition and Land Disturbance Permits)

A. The Developer agrees to produce and submit to the Zoning Administrator a photographic record of development, starting with a record of the site as it appears before demolition is begun, including photographic records during construction, and ending with a photographic record of the development as it appears after completion of construction, for placement in the Arlington County Library Community Archives. These submissions shall comply with the standards provided in subparagraph B below.

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

- 1) **(Demolition and Land Disturbance Permits)** Before issuance of the Demolition and Land Disturbance Permits for the site – Views of north, south, east and west facades, as location permits, of buildings to be demolished, as well as at least one photo of the site before any clearing or grading including the existing physical relationship with adjacent buildings and streets. The photographic record shall also include all historic aspects of the facades of the building to be demolished, consistent with the requirements described in Condition #34 33 below.
- 2) **(Footing to Grade Permit)** Before issuance of the Footing to Grade Permit – Photos of Site Clearance: Views of cleared site facing north, south, east and west, as location permits, with adjacent buildings and streets included.
- 3) **(Shell and Core Certificate of Occupancy)** Before issuance of the Shell and Core Certificate of Occupancy– Photos of Construction Phase: At a minimum, views of the site during excavation, upon construction of the first floor above grade, at topping out, and during the exterior cladding phase.
- 4) **(Master Certificate of Occupancy)** Before issuance of the Master Certificate of Occupancy – Photos of Site Completion: north, south, east and west facades of completed building or buildings, as well as at least one view of completed project in context of

adjacent buildings and streets. Photographs on compact disc must be submitted in addition to print copies of photographs and the photo contact sheet.

B. Photographic Record of Development Submittal Standards

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

10. Construction Related Measures (Demolition and Land Disturbance Permits)

A. Maintenance of Traffic Plans

- 1) All Maintenance of Traffic Plans (MOT) for this site plan shall include the hours permitted for construction activities in the public right-of-way. Construction activity within the public right-of-way may occur between 9:00 a.m. and 3:30 p.m., Monday through Friday and/or between 10:00 a.m. and 6:00 p.m. on weekends and holidays. Construction activity within the public right-of-way shall not occur between 6:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:30 p.m., Monday through Friday. The foregoing construction hours may be modified by the County Manager if he/she finds that, 1) for right-of-way improvements required by the site plan, construction activity must be conducted outside the hours stated above in order to avoid disruption of traffic or other transportation systems; or 2) the construction activity requires certain utility work and/or street closures outside the hours stated above. "Holidays" are defined as New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. The Developer agrees to place a minimum of one sign per street front around the site indicating the permissible hours of construction within the right of way, to provide a written copy of such hours of construction to all subcontractors, and to require its subcontractors to observe such hours.
- 2) The Developer agrees to maintain a 5-foot minimum clear width pedestrian access along North George Mason Drive, 19th Street North, and North Edison Street adjacent to the site throughout construction. Exceptions may be made during an emergency as defined in condition #13.C, when the County Manager has determined that pedestrian access adjacent to the site should be limited for safety reasons, and/or for such limited periods as are unavoidable for utility upgrades or construction of the sidewalk along North George Mason Drive, 19th Street North, and North Edison Street.
- 3) The Developer agrees to: a) submit one (1) copy of each approved Construction Hauling Route Plan to the Zoning Administrator and; b) document to the Zoning Administrator that the Developer has provided one (1) copy of each approved Construction Hauling Route Plan to the John M. Langston, Tara-Leeway Heights, and Waycroft-Woodlawn Civic Associations and one (1) copy to the Arlington County Police Department. Copies of plans or maps shall also be posted in the

construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project.

- B. On-Site Construction Activity Hours (Demolition and Land Disturbance Permits to Throughout Construction of the Site Plan)** On-site construction activity, including, by way of illustration and not limitation, delivery of materials and equipment, except for construction worker arrival to the construction site and indoor construction activity, shall commence no earlier than 7:00 a.m. and end by 9:00 p.m. on weekdays, and shall commence no earlier than 9:00 a.m. and end by 9:00 p.m. on weekends and holidays. Indoor construction activity defined as activity occurring entirely within a structure fully enclosed on all sides by installed exterior walls, windows, and/or doors shall end at midnight each day. The Developer may submit to the Zoning Administrator, through the 4.1 administrative change process, a request to permit on-site construction activity during hours other than those identified above. The Zoning Administrator may approve such request only if the Developer can show that the on-site construction activity requires certain utility work and/or street closures outside the hours stated above, or if the request is limited to delivery of certain large-scale construction materials, such as concrete or steel, on specific dates. “Holidays” are defined as New Year’s Day, Martin Luther King Day, Presidents’ Day, Memorial Day, Independence Day, Labor Day, Veterans’ Day, Thanksgiving Day, and Christmas Day. The Developer agrees to place a minimum of one sign per street front around the construction site, indicating the permissible hours of on-site construction, to place one additional sign within the construction trailer containing the same information, to provide a written copy of the permissible hours of on-site construction to all subcontractors, and to require its subcontractors to observe such hours.
- C. Maintenance of Street Surfaces.** The Developer agrees to maintain street surfaces adjacent to the site in a clean, smooth condition devoid of potholes at all times during the construction period. Whenever a significant portion of an adjacent road surface is disturbed for reasons relating to the construction, including utility work, the Developer agrees to repair promptly the disturbed portion(s) of pavement with hot patching to return the road surface to a clean, smooth condition. The Developer agrees to ensure that the road surface is promptly repaired regardless of whether the excavation work or other damage to the road surface was done by the Developer, the Developer’s contractors, or private utility companies for work associated with this Site Plan. The Developer agrees to make reasonable efforts to schedule construction work so that digging in the street surfaces will not occur during the winter months. The term “significant portion of a road” is understood to include, but not be limited to, a cut in the road surface that exceeds 10 feet in length or 100 square feet in size. This condition is in addition to any other conditions in this Site Plan and any County requirements relating to reconstruction and repaving of streets at the completion of construction. All temporary street patching shall be performed per Arlington County Construction Standards and Specifications
- D. Temporary Lighting Plan.** During construction the Developer agrees to provide adequate temporary lighting for roadway users, including pedestrian and vehicular

traffic, along all frontages of the site, including the interiors of covered pedestrian walkways. Lighting levels shall conform to minimum luminance levels approved by the County, based on the Arlington County Lighting Specifications. The Developer agrees to submit and obtain approval of, a temporary lighting plan prior to issuance of the Demolition and Land Disturbance Permits. Lighting shall be turned on between dusk and dawn 7 days a week. Any high-intensity overhead lighting, such as lighting placed on construction cranes, shall be used only during construction hours (except lower levels after hours for safety and security reasons), and shall be placed so as not to directly illuminate residential dwellings or be a nuisance to neighboring property owners. The approved temporary lighting plan shall be implemented prior to issuance of the Excavation Sheeting and Shoring Permit and prior to the shut-down or removal of any existing lighting and operated from implementation until lighting fixtures as approved in Condition #19 are in place and operational around the perimeter of the site.

E. Off-Street Parking for Construction Workers (Demolition and Land Disturbance Permits). The Developer agrees to develop and submit to the Zoning Administrator a plan for off-street parking for construction workers prior to the issuance of the Demolition and Land Disturbance Permits. The Developer agrees to obtain the review and approval by the Zoning Administrator of such plan prior to the issuance of the Excavation, Sheeting and Shoring Permit. The Developer agrees that the plan shall provide for off-street parking and shall be provided for all construction workers, including sub-contractors, without charge to the workers. In lieu of providing parking, the Developer may provide a subsidy for the construction workers in order that they may use Metro, provide a van for van pooling, or use another established method of transportation to provide for construction workers to arrive at the site. The Developer agrees to implement the approved plan throughout all phases of construction on the project. If the plan is found to be either not implemented or violated during the course of construction, a notice to correct the violation will be issued to the Developer. If the violation is not corrected within ten (10) days, appropriate enforcement actions will be taken in accordance with Article 17 of the Zoning Ordinance. The Developer agrees that the plan shall include the following:

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

- 5) The location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information.
- 6) The contact person responsible for communicating parking and transportation options to workers.

F. The Developer agrees that pile driving shall not be permitted.

11. Residential Relocation (Demolition and Land Disturbance Permits)
Intentionally Omitted.

12. Retail Relocation (Demolition and Land Disturbance Permits)
Intentionally Omitted.

13. Community Outreach During Construction (Demolition and Land Disturbance Permits)

The Developer agrees to comply with the requirements of this condition prior to the issuance of the Demolition and Land Disturbance Permits, and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.

A. **Community Liaison.** The Developer agrees to identify a person(s) who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site or readily accessible throughout the hours of construction, including weekends. The name, e-mail address and telephone number of the individual(s) shall be provided in writing to residents, property managers and business owners whose property abuts the site (including the John M. Langston, Tara-Leeway Heights, and Waycroft-Woodlawn Civic Associations and Tara Towne and Tara Manor Homeowners Associations), and to the Zoning Administrator, and shall be posted at the entrance of the project.

B. **Community Meeting.** Before commencing any clearing or grading of the site, the Developer agrees to hold a community meeting with those whose property abuts the project to review the Construction Hauling Route Plan, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, temporary lighting plan, and hours and overall schedule for construction. The Zoning Administrator and the Arlington County Police representative shall be notified in advance of the meeting date once the community meeting dates/times are established. The Developer agrees to provide documentation to the Zoning Administrator of the date, location and attendance of the meeting.

C. **Temporary Closures of Any Traffic Lanes (Demolition and Land Disturbance Permits – 7 days in advance of street closures)** The Developer agrees to notify the appropriate civic associations and all abutting property owners in writing (or, by mutual agreement, e-mail) at least seven calendar days in advance of any street closure, except in the case of an emergency, of more than one hour duration on any

street. "Emergency" street closures may include, but not be limited to, those relating to rupture or potential rupture of a water or gas main, unsecured building façade, or similar unforeseeable public danger. "Emergency" street closures shall not include closures for setting up or dismantling of a crane, exterior building construction, materials deliveries, utilities work, or similar situations.

D. Throughout construction of the project, the Developer agrees to advise abutting property owners in writing (or, by mutual agreement, email) of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.

14. Construction Site Maintenance Requirements (Demolition and Land Disturbance Permits to Throughout Construction of the Site Plan)

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

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

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

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

15. Historic Sites (Demolition and Land Disturbance Permits) In the event the site contains a building that is identified and/or surveyed by Arlington County's Historic Preservation Program, the Developer agrees to the following:

- A. Develop, submit, and obtain review and approval by the County Manager of a plan for the salvage and re-use or recycling of building elements and materials from the existing building(s) proposed to be demolished, prior to the issuance of the Land Disturbance or Demolition Permits.
- B. Implement such plan throughout the respective phases of construction.
- C. Contact by written notice and permit the staff of the Historic Preservation Program to inspect the property and the existing building(s) to identify those historic building elements and materials to be salvaged and/or re-used. Provisions for such salvage and/or re-use shall be incorporated into the plan.
- D. Contact local firms/organizations that may be interested in removing these materials without expense to the Developer prior to demolition of the buildings, and submit evidence of compliance with the terms of this condition to the County's Historic Preservation Program staff before any demolition is initiated. If, as a result of the Developer's efforts, there is little or no interest by local firms/organizations to remove these materials, then the Developer agrees to pay for a recycling contractor or other licensed contractor to have the identified building elements and materials that are marked for salvage and/or re-use to be removed from the building and the site.

Further, the Developer agrees that if historic buildings, as identified and/or surveyed by Arlington County's Historic Preservation Program, are located on the site, then photographic documentation shall be provided consistent with Historic American Building Survey (HABS) standards.

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

17. Public Art (Demolition and Land Disturbance Permits)
The Developer agrees to either commission public art or provide a public art fund contribution as set forth below.

- A. Commissioning Public Art (Demolition and Land Disturbance Permits)**
Commission Professional Artist. The Developer agrees to follow the *Public Art Program Guidelines for Site Plan/Developer Projects* for commissioning art on-site. The Developer agrees to commission a professional artist to create public art for a minimum cost of \$75,000, inclusive of artist fees, artist travel/expenses, fabrication, transportation, and installation, but exclusive of art consultant fees, fees for coordinating with artist or with other design professionals on the project (architect, landscape architect, engineer, etc.), and other in-house costs or fees. If the

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

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

- 1) **Artist Approval (Demolition and Land Disturbance Permits)** The Developer agrees to obtain approval of its choice of artist from the Arlington Commission for the Arts/Public Art Committee (ACA/PAC) prior to issuance of the Demolition and Land Disturbance Permits.
- 2) **Art Proposal Approval (Excavation, Sheeting and Shoring)** The Developer agrees to obtain approval of the art proposal from the ACA/PAC prior to issuance of the Excavation, Sheeting and Shoring Permit.
- 3) **Re-submit Art Proposal if necessary (Footing to Grade)** The Developer agrees to resubmit to the County Manager if necessary, the art proposal, which shall reflect any revisions made in response to recommendations made by ACA/PAC, prior to issuance of the Footing to Grade Permit.
- 4) **Installation (Partial Certificate of Occupancy for top floor of building)** The Developer agrees that installation of the public art shall be completed prior to the issuance of the Partial Certificate of Occupancy that permits occupancy of any part of the top floor of the building.

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

other plan that includes the site of the art, in the normal course of submission of such plans as provided for in these Site Plan conditions. The plan(s) on which the art is represented will be determined based upon the art's chosen location within the Site Plan.

B. Public Art Fund Contribution (Final Building Permit)

If the Developer chooses to make a contribution of \$75,000 to the Public Art Fund to fund County-initiated public art projects on-site or within the John M. Langston Citizen Association area ~~in the metro/ or other specified area~~ in lieu of commissioning public art through the process set forth above, then the Developer agrees to notify the County Manager in writing, and make the total financial contribution, prior to issuance of the Final Building Permit. If the contribution is made more than 12 months after Site Plan approval, the contribution amount shall be increased by the same percentage as the percentage change in the Consumer Price Index (CPI-U), from the date of the initial County Board approval of the Site Plan to the first day of the month on which the contribution is made.

18. LEED Credits and Sustainable Design Elements (Demolition and Land Disturbance Permits)

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

A. For Development without Bonus Density:

Intentionally Omitted.

B. For Townhouse Development or Single-Family Dwellings: Green Home Choice (Final Building Permit):

Intentionally Omitted.

C. For Development with Bonus Density for LEED Design and Construction:

- 1) **LEED Certification.** The Developer agrees to include a LEED[®] Accredited Professional (LEED-AP) as a member of the design and construction team. The Developer agrees that the team will incorporate sustainable design elements and innovative technologies into the project so that numerous project components will earn the Developer points under the U.S. Green Building Council's LEED green building rating system. Specifically, the Developer agrees to meet the requirements for all LEED Prerequisites and to achieve at least the number of LEED credits necessary to achieve LEED certification at the Silver level using the LEED version 4 ~~{New Construction/Core and Shell/Multifamily Midrise (choose one)}~~ green building rating system or a more recent version as approved by the County Manager.

The parking garage will not seek official LEED certification and will reduce environmental impact by including at least the following: the installation of light colored upper deck paving that meets the solar reflectance value (SRI) specified in the LEED credit titled "Heat Island Reduction," incorporation of at least 20% recycled content and/or low carbon materials, installation of energy efficient LED

lighting that minimizes light pollution (per LEED Credit SS8 – Light Pollution Reduction). Six (6) alternate fuel fueling stations will be installed in the parking garage.

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

- ~~At least _____ points from LEED EA credit “Optimize Energy Performance”/Annual Energy Performance”~~
- At least a nine percent (9%) energy improvement under LEED EA credit “Optimize Energy Performance”
- At least a twelve percent (12%) energy improvement under LEED EA credit “Optimize Energy Performance”
- At least two (2) points from LEED EA credit “Enhanced Commissioning, option 2, Envelope Commissioning.
- At least one point under LEED credit “Renewable Energy Production”
- At least two (2) points under LEED credit “Site Development – Protect or Restore Habitat, option 1, on-site restoration”
- At least one point from LEED credit “Bird Collision Deterrence”
- At least two (2) points under LEED credit “Building Life-cycle Impact reduction, Option 1, 2 of 3”
- ~~Energy Star certification with a score of at least 75 (multifamily only)~~

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

a. ~~(Shell & Core Certificate of Occupancy)~~ The Developer agrees that for residential development:

(1) ~~**ENERGY STAR appliances.** All of the following types of appliances, fixtures, and/or building components initially installed in the residential units in the project shall have earned the U.S. EPA's ENERGY STAR label (or an equivalent as approved by the County Manager): clothes washers, dishwashers, refrigerators, and ceiling fans. Residential units will comply with the EPA's Advanced Lighting Package (or equivalent as approved by the County Manager). The Developer agrees to submit to the County Manager documentation sufficient to confirm that such components are ENERGY STAR-qualified (or equivalent as approved by the County Manager) prior to issuance of the Shell and Core Certificate of Occupancy.~~

(2) ~~**WaterSense fixtures.** All the following fixtures initially installed in the residential units in the project shall have earned the U.S. EPA's WaterSense label (or equivalent as approved by the County Manager): toilets, showerheads, and bathroom sink faucets. The Developer agrees to submit to the County Manager documentation sufficient to confirm that such components are WaterSense-qualified (or equivalent as approved by the County Manager) prior to issuance of the Shell and Core Certificate of Occupancy.~~

- b. **Report Submittals.** The Developer further agrees to submit to the Department of Environmental Services (DES) (with notification of submission to the Zoning Office), reports prepared by the LEED-AP and documentation upon request to substantiate the report. Such reports will be submitted prior to the issuance of each of the following permits or certificates of occupancy for construction of the project (with appropriate updates as the project progresses) and will summarize the efforts to date of the inclusion of the sustainable elements within the project:
- (1) Demolition and Land Disturbance Permits
 - (2) Excavation, Sheeting & Shoring Permit
 - (3) Above-Grade Building Permit
 - (4) Shell and Core Certificate of Occupancy
 - (5) Partial Certificate of Occupancy for occupancy of any part of the last floor of space
 - (6) Master Certificate of Occupancy
- c. **Site Visits (First Partial Certificate of Occupancy for Tenant Occupancy)** The Developer further agrees to permit access to the property and cooperate with site visits as requested by the County Manager to verify that all LEED components as agreed to as part of this Condition #18 have been included in the project.
- d. **LEED-AP Verification (Partial Certificate of Occupancy for space on last floor)** The Developer agrees to provide a verification from the Development Team's a LEED-AP prior to issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued. The verification shall state that all the prerequisites and the minimum number of LEED credits, as set forth above in the reporting mechanisms, have been incorporated into the building for which the Certificate of Occupancy permit has been issued, and that, in the professional's opinion, the project will qualify for at least a LEED Silver Certification as outlined in the LEED version 4 or a more recent version.
- e. **Bond or Letter of Credit (Partial Certificate of Occupancy for space on last floor)** The Developer agrees to provide to the County financial security (in the form of a bond or letter of credit or other form approved by the County Attorney) in the amount of \$2,028,200 [(\$40 per s.f.) x (50,705 s.f. of green building bonus density)] prior to the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued, guaranteeing that, within twenty-four (24) months from the date of the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued the Developer will have received from the U.S. Green Building Council its LEED Silver certification. If the total number of LEED points earned by that date

through certification is less than the number of points required to achieve the agreed upon LEED certification level, or if the Developer misses any “Arlington Priority” credits listed above, the Developer agrees that it shall automatically forfeit a percentage of the financial security as follows:

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

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

- 2) **Energy Reporting (March 31st of year after issuance of Partial Certificate of Occupancy of last floor)** The Developer agrees to provide a complete ENERGY STAR Portfolio Manager report (or equivalent as approved by the County Manager), as outlined in County guidelines entitled “*Submission Requirements for Development with Portfolio Manager Conditions*” for the project each year for a period of ten (10) years. The first report shall be due on or before January 31 of the year following issuance of the Partial Certificate of Occupancy of the last floor of space. The Developer agrees to install energy monitoring equipment capable of tracking whole building energy use data.
- 3) The Developer agrees that the LEED points referenced in this condition refer to the LEED version 4 rating system. If the Developer requests to use an updated version of LEED, then any point valuations incorporated into future updates to the LEED Green Building Rating System must be equal to or exceed the requirements outlined in LEED version 4.
- 4) The Developer agrees to permit the County Manager to access the USGBC records for the project, and to provide the County Manager with such authorization as may be necessary to allow such access. Should there be a dispute between the County and the Developer as to whether any sustainable element has properly been included in the development so as to qualify for the applicable number of LEED rating system points, the County and the Developer will select a mutually agreeable third-party LEED-accredited individual, or other person with substantial experience in the LEED system as approved by the County Manager, and accept the determination of that individual as to whether the project has qualified for those points. If the third-party person determines that the sustainable element has properly been included, the County will issue the permit. Such a

determination shall in no way relieve the Developer of the obligation to achieve the level of certification called for in this condition.

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

D. For Development with Bonus Density for LEED Design and Construction, and Energy Star Post-Occupancy Building Certification

Intentionally Omitted.

19. Civil Engineering Plan (Land Disturbance Permits)

A. Submission and Approval (Land Disturbance Permits)

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

specifications, and policies. The Developer further agrees that any changes to the approved Civil Engineering Plan shall be subject to the same conformance requirements. The Developer agrees to obtain approval from the County Manager of a revised Civil Engineering Plan for such changes, and if such changes are also features shown on the Final Landscape Plan, shall also obtain approval from the County Manager of a revised Final Landscape Plan per Condition #21.

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

1) Structure Free Zone

- a. In order to accommodate the subsurface requirements of utilities and streetscape elements (including street trees), the Civil Engineering Plan shall provide a structure-free zone under the public sidewalk along all street frontages.
 - i. This zone shall be a minimum of five (5) feet in depth, as measured from the approved finished sidewalk elevation, and shall extend from the back of the final location of the street curb, to the far edge of the public sidewalk.
 - ii. No subterranean structures (such as parking garages or storm water detention facilities) shall intrude into this five (5) foot deep zone, unless otherwise approved by the County Board and as shown on the Civil Engineering Plan.
 - iii. Within the structure-free zone, underground utilities and/or utility vaults shall not be located in a manner that interferes with the appropriate spacing of street trees shown on the approved Final Landscape Plan nor shall utility lines be located beneath street trees.

2) Water Mains and Services

- a. Water services and public water main improvements, as listed below.
 - i. Construct approximately 580 feet of 12” water main in 19th Street N. between a connection to the existing 12” main in N. Edison Street and the existing 8” main in N. George Mason Dr. The existing 6” water main in 19th Street N. being replaced by the 12” main shall be abandoned and all existing water services and remaining appurtenances shall be reconnected to the proposed 12” main

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

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

3) Sanitary Sewer

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

- i. Construct approximately 850 feet of 12” sanitary sewer main in 19th Street N. and N. George Mason Dr. to replace the existing 8” sanitary sewer main to be removed onsite with proposed development.

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

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

4) Storm Sewer

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

- i. Construct approximately 750 feet of 5’x5’ RCP box culvert in 19th Street N. and N. George Mason Dr. and approximately 700 feet of 48” RCP and approximately 160 feet of 36” RCP circular pipe in N. Edison Street.

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

5) Electric Service and Appurtenances

a. All new electric transformers and all associated appurtenances shall be installed in underground utility vaults, unless otherwise shown on the approved plan.

6) Undergrounding of Aerial Utilities

a. Removal and/or undergrounding of all existing aerial utilities located within or along the periphery of the entire site plan to a distance of approximately

five (5) feet beyond the site boundaries or the limits of disturbance/clearance, whichever is greater.

- b. All utility improvements necessary to provide adequate utility services to the development, or utility work necessary to provide terminus facilities associated with the undergrounding of utility lines shall not result in the installation of any new or additional permanent utility poles, push braces, or aerial utility lines or devices. Existing poles along North Edison Street on the property may remain to support utilities on the east side of North Edison Street.

7) Underground Utility Vaults

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

sidewalks or public streets, or within any areas that provide pedestrian access to any buildings, street, and public or private open spaces.

8) Streetscape

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

North George Mason Drive:

- *Minimum streetscape width measured from the back of curb: 61'-6"*
- *Minimum clear sidewalk width: 10'-0"*
- *Tree pits/planting strip dimensions: 6'-0" and distance from back of curb: minimum eight (8) inches*

Nineteenth Street North:

- *Minimum streetscape width measured from the back of curb: 36'-0"*
- *Minimum clear sidewalk width: 6'-0"*
- *Tree pits/planting strip dimensions: 4'-0" and distance from back of curb: minimum eight (8) inches*

North Edison Street (from 19th Street North to Service Drive):

- *Minimum streetscape width measured from the back of curb: 36'-0"*
- *Minimum clear sidewalk width: 6'-0"*
- *Tree pits/planting strip dimensions: 4'-0" and distance from back of curb: minimum eight (8) inches*

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

- e. Individual or multi-space parking meters per the County Manager's determination shall be located where parking meters are called for along the site frontages, based on County plans and policies and the operation of the street.

9) Visitor Bicycle Parking

Provide visitor bicycle parking spaces in the following amounts:

- a. ~~Office uses: one (1) visitor space for every 20,000 square feet, or portion thereof, of office floor area.~~
- b. ~~Residential uses: one (1) visitor space for every 50 residential units, or portion thereof.~~
- c. ~~Retail uses: two (2) visitor spaces for every 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; and one (1) additional visitor space for every 12,500 square feet, or portion thereof, of additional retail floor area.~~
- d. ~~Hotel uses: one (1) visitor space for every 50 hotel room units, or portion thereof.~~
- e. Provide 30 visitor bicycle parking spaces for the entire Site Plan area.

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

10) Pavement, Curb and Gutter

- a. Pavement, curb and gutter along all site frontages, as listed below, and as shown on the approved Civil Engineering Plan.
 - i. North George Mason Drive
 - ii. Nineteenth Street North
 - iii. North Edison Street
- b. Pavement, curb, and gutter, including all improvements for pedestrian and/or vehicular access or circulation along all frontages shall be designed and constructed in compliance with the Department of Environmental Services

Construction Standards and Specifications Manual or subsequent standards as amended.

11) Street Lighting

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

12) Traffic Signal Equipment

- a. Relocation of existing traffic signal poles, traffic signal cabinets, and any other existing traffic-related items and appurtenances in the public right-of-way along all frontages of the site, and installation of new traffic signal poles, traffic signal cabinets, and any other traffic-related items and appurtenances in the public right-of-way as listed below, in locations as determined by the County Manager at the time of the review of the Civil Engineering Plan:
 - i. Install new traffic signal and all related equipment at proposed entry to new outpatient pavilion on North George Mason Drive. The Developer shall obtain any and all necessary easements for installation of this traffic signal.

13) Communication Conduit

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

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

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

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

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

- 2) **(First Partial Certificate of Occupancy for Tenant Occupancy)** The Developer agrees to construct and/or install the following improvements as shown and approved on the Civil Engineering Plan, as applicable, prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the respective phases of construction, with exceptions as shown:
- a. Public street pavement, sidewalk, curb and gutter improvements.
 - b. Fire Apparatus Access Roads (Fire Lanes)
 - c. Street lighting elements including but not limited to: poles, meters, service cabinets and power connection appurtenances, and all conduit and junction boxes necessary for the lighting system, ~~or, at the County's option, full payment to the County to cover the cost for such improvements and relocation.~~
 - d. Traffic signal improvements and the relocation of existing traffic signal equipment ~~or, as determined by the County Manager, pay in full to the County, the cost to cover such improvements and relocation.~~

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

The Developer agrees to provide interim stormwater controls for mitigation of runoff to downstream neighbors if the proposed stormwater management system is not installed, certified and approved by the County Manager or his designee prior to the issuance of the first partial certificate of occupancy for tenant occupancy.

The Developer agrees to remove and replace, in accordance with the Arlington County Department of Environmental Services Construction Standards and Specifications Manual, any existing curb, gutter and sidewalk along the street frontages of this site plan which is in poor condition or damaged by the Developer, prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy.

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

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

E. Maintenance of Public Infrastructure. The Developer agrees to maintain, repair and replace all sidewalks and street trees shown on the approved Civil Engineering

Plan and approved Final Landscape Plan, which are installed within the public right-of-way or public easement for the life of the Site Plan.

20. Utility Company Notification (Land Disturbance Permit)

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

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

A. Submission (Excavation Sheeting and Shoring)

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

Replacement Plan, and Tree Replacement Calculations, as part of the Final Landscape Plan.

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

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

- b. Drawings from the Civil Engineering Plan showing the location of utilities, lighting, equipment, and other elements which may impact landscape elements on the site.
- c. Exterior building security measures for office developments only, if applicable.
 - (1) The Developer agrees to coordinate with County staff on the design of exterior office building security measures in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design (including street and retail base) and streetscape. All exterior office building security measures shown on and approved as part of the landscape plan shall also be shown on and approved as part of the façade elevation drawings, consistent with Condition #26.
 - (2) The Developer agrees that the design of exterior office building security measures shall not adversely impact the base of the office buildings, as shown in the drawings dated August 6, 2018, and that have been designed to accommodate retail uses and provide interest and activate the streetscape.
- d. The locations of all trees, showing that there are no conflicts between trees and existing or proposed utilities.

- e. The location and depth of all existing and proposed utility meters, underground utility vaults and boxes, utility lines, transformers, and at-grade mechanical equipment.
- f. The location of all existing, proposed and relocated traffic signal poles, traffic signal cabinets, and any other traffic-related items and equipment located on or in the public sidewalk contiguous to the site.
- g. The location of all existing and proposed fire hydrants and standpipes, storm sewers and storm water management facilities, and sanitary sewers and appurtenances.
- h. The location of all on-street parking spaces, bus stops, bicycle rack locations, bike share stations, and other facilities as identified during the review of the plans.
- i. The location and dimensions of intake and exhaust garage ventilation grates and screening for ventilation grates, which shall meet the requirements of the conditions contained herein.
- j. The location of all street light fixtures, poles, meters, service cabinets and power connection appurtenances along the frontages of the site.
- k. The location, dimensions, materials, and pavement pattern for driveways and access drives, automobile drop-off areas, curb ramps, driveway aprons, service drives, crosswalks, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Interior walkways shall have a minimum width of four (4) feet.
- l. The final streetscape design, including sidewalks, street trees, tree pits, bicycle racks, and sidewalk pattern/design and final selection of materials and colors to be used.
- m. The limits of clear pedestrian zones of all public sidewalks and pedestrian access.
- n. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of proposed furnishings for all areas, including, but not limited to, dimensions, size, style(s), materials(s), finish(s), and manufacturer(s) of seating, bollards, trash receptacles, lighting, arbors, trellises, water features, and other landscape elements or structures.
- o. The location, design and details of the retail visitor/customer bicycle spaces, pursuant to Condition #19 above.

- p. The location of public art, pursuant to Condition #17 above.
- q. The location of public use and access easement areas, including final landscape design and installations in these areas.

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

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

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

materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager for conformity with adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the Final Landscape Plan.

- 8) The final sidewalk pattern/design and final selection of materials and colors shall comply with the requirements outlined below. To the extent that the County's requirements and policies for sidewalk pattern/design and materials/colors change, subsequent to this Site Plan approval, the County Manager shall review, at the time of construction, for approval, the final treatment for compliance with the then current standards.
 - a. The clear sidewalk along all street frontages of the site shall be in compliance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable streetscape guidelines or standards, and shall:
 - (1) Continue across all driveway aprons for loading and garage entrances along all frontages of the Site Plan, and not contain any barriers that would impede the flow of pedestrian traffic.
 - (2) Be not less than six (6) feet wide at any point, including across all driveways, with no obstructions to impede the passage or flow of pedestrian traffic (clear sidewalk). However, pinch points may be permitted only as specifically permitted in conformance with the Master Transportation Plan and/or other applicable plans.
 - (3) Be designed and installed in compliance with Department of Environmental Services Construction Standards and Specifications.
 - (4) Use plain, un-tinted concrete or, subject to approval, an integral tint that harmonizes with its setting. Non-standard materials or surface treatments may be used subject to approval by the County Manager, and under the provisions of the Rosslyn-Ballston Corridor Streetscape Standards or other applicable streetscape guidelines or standards.
 - (5) Not contain joints or use patterns that create gaps of ¼-inch in depth or greater at a spacing of less than 30 inches.
 - (6) Any garage entrance adjacent to a sidewalk shall be designed and constructed so that the location of the garage doors are recessed a minimum distance of six (6) inches from the building wall's surface.
 - b. The Developer agrees to design and construct all elements of the streetscape, including, but not limited to, public sidewalks and street trees within the public right-of-way or public easement as follows:

North George Mason Drive:

- *Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a*
- *Tree size: minimum 3½ inches caliper*
- *Tree spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects*

19th Street North:

- *Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a*
- *Tree size: minimum 3½ inches caliper*
- *Tree spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects*

North Edison Street:

- *Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a*
- *Tree size: minimum 3½ inches caliper*
- *Tree spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects*

- 9) The sidewalks shall contain street trees placed in either tree pits with continuous soil panels or planting strips, consistent with the Standards for Planting and Preservation of Trees in Site Plan Projects, and as specified above. The location, soil volume enhancements, and planting details for street trees shall be in compliance with The Rosslyn-Ballston Corridor Streetscape Standards; Sector Plans; the Arlington County Landscape Standards; the Standards for Planting and Preservation of Trees in Site Plan Projects; and other applicable streetscape guidelines or standards, or urban design standards approved by the County Board. Street trees shall not be placed within the vision clearance (corners), as defined in Section 3.2.6.A.4 of the Zoning Ordinance.
- 10) The plan shall provide a structure free zone, except for structures used for soil expansion, per Condition #19.B.1.
- 11) Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:
 - a. Major deciduous trees (shade or canopy trees) other than street trees—a minimum caliper of 2-2 ½ inches.

- b. Evergreen trees—a minimum height of 7 to 8 feet.
- c. Ornamental deciduous trees—a minimum caliper of 2 to 2 ½ inches for single stem trees. Multi-stem trees shall not be less than 8 feet in height.
- d. Shrubs—a minimum spread of 18 to 24 inches.
- e. Groundcover—in 2 inch pots.

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

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

1) Installation (First Partial Certificate of Occupancy for Tenant Occupancy).

The Developer agrees that all improvements shall be constructed and/or installed prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy of any space above grade for the respective Phase of construction (as “Phase” is determined pursuant to the approved Phasing Plan required in Condition #5 above).

- a. The Zoning Administrator may, for good cause shown and through the administrative change process, allow modifications to the timing of installation of all improvements based on the planting season, availability of plant materials, weather, or other construction-related issues, which may not permit installation of hardscape features, plant materials and/or street trees by the required timing.

b. The following standards for Installation apply:

- (1) The Developer agrees to notify the DPR Urban Forester at least 72 hours in advance of the scheduled planting of any street trees in the public right-of-way and to be available at the time of planting to meet with staff of DPR to inspect the plant material, the tree pit and the technique of planting. Soil used in the tree pit must meet the specifications for street tree planting available from the DPR Urban Forester.
- (2) All new lawn areas shall be sodded; however, if judged appropriate by the County Manager, based on accepted landscaping standards and approved in writing, seeding may be substituted for sod. All sod and seed shall be state certified.
- (3) Exposed earth not to be sodded or seeded shall be well mulched or planted in ground cover. Areas to be mulched may not exceed the normal limits of a planting bed.

- (4) Continuous soil panels shall be used instead of individual street tree pits. Soil and drainage material depth shall be as specified in appropriate Arlington County tree planting standard details, and as approved by the County Manager on the landscape plan. Soil volume, depth, and drainage requirements also apply to trees in raised planters.
 - (5) Finished grades shall not exceed a slope of three to one, unless otherwise shown on the approved plans.
 - (6) The Developer agrees to install approved lighting before the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, exclusive of the garage, for the applicable Phase of the project pursuant to the approved Phasing Plan required in Condition #5 above.
- 2) **Maintenance and Replacement (Life of Site Plan)** The Developer agrees to maintain the site in a clean and well-maintained condition and ensure that the entirety of the site and its landscaping, including all hardscape, site furniture, and plantings, are kept in a clean and well-maintained condition for the life of the Site Plan in accordance with the approved Final Landscape Plan and the Landscape Maintenance Management Program per the Arlington County Landscape Standards.

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

- D. **Administrative Changes.** The County Manager may consider minor revisions to landscape plans as long as such changes are consistent with the intent of the Site Plan approval. The Developer agrees that any change to the approved landscape plan requires approval of a revised landscape plan by the County Manager. The Final Landscape Plan shall govern construction and/or installations of elements and features shown thereon, except as amendments may be specifically approved by the County Manager. If proposed changes impact the Civil Engineering Plan, then a revision to the Civil Engineering Plan must also be reviewed and approved.

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

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

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

- A. **Fee Interests.** Unless otherwise specifically provided for elsewhere in these Site Plan conditions, the Developer agrees to convey real estate interests called for by this Site Plan approval to the County for public street or public right-of-way purposes or for the conveyance of parcels or portions thereof, in fee simple (“Fee Interests”), free and clear of all liens and encumbrances. Unless otherwise deemed unnecessary by the County Attorney, for all Fee Interests, the Developer agrees to provide to the County: i) a Phase 1 Environmental Site Assessment; ii) an ALTA Land Title Survey; and iii) a Title Report (collectively, “Property Documentation”) acceptable to the County Attorney, demonstrating to the County’s satisfaction, in its sole discretion, that the Fee Interests are in a condition suitable for the County’s intended uses.
- B. **Easement Interests.** Where public improvements or public uses, including, but not limited to, sidewalks, street trees or other streetscape plantings, water mains, storm sewers, sanitary sewers, and other public utilities and facilities (collectively, “Public Improvements”) are not located, or to be located, in the public street or public right-of-way, the Developer agrees to convey to the County by deed(s) of easement, all real estate interests for such Public Improvements. The Developer further agrees that all liens and encumbrances shall be subordinated to the easement rights of the County conveyed by such deed(s) of easement.
- C. **General Requirements.** Unless otherwise specifically provided elsewhere in these Site Plan conditions, the Developer agrees that for each Phase of the project, pursuant to the approved Phasing Plan required in Condition #5 above, all required plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan for the construction of any public street, public infrastructure, public utility, public facility or public improvements, or required by these Site Plan conditions, to:
- 1) **Submission for Review (Footing to Grade Permit)** Submit for review by the County Manager all required plats, Property Documentation, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, prior to the issuance of the Footing to Grade Permit for such phase; and
 - 2) **Approval and Recordation (First Partial Certificate of Occupancy)** Obtain approval of required Property Documentation, deeds and plats, and record such plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, among the land records of the Circuit Court of Arlington County prior to issuance of the First Partial Certificate of Occupancy for Tenant Occupancy of the building(s) or any portion thereof for such phase.

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

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

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

- 1) The Developer agrees to obtain approval by the County Manager of the secure bicycle parking, shower and locker facilities for each building that comply with the standards below as part of the applicable architectural floor plans, prior to issuance of the Footing to Grade Permit for that building. If no secure bicycle facilities for a building are located below grade, then approval shall be obtained prior to the issuance of the Final Building Permit for that building.
- 2) The Developer agrees that all Class I (secure) bicycle parking shall meet Arlington County Bicycle Parking Standards, 2016 Update, or subsequent revision in effect on the date of site plan approval, or be approved as equal to that shown in the Standards.
- 3) The Developer agrees to provide the following Class I bicycle parking spaces:
 - a. ~~Office uses: One (1) employee bicycle parking space for every 6,000 square feet, or portion thereof, of office floor area.~~
 - b. ~~Residential uses: One (1) resident bicycle parking space for every 2.5 residential units, or portion thereof.~~
 - c. ~~Retail uses: One (1) employee bicycle parking space for every 25,000 square feet, or portion thereof.~~
 - d. ~~Hotel uses: One (1) space for every 10 hotel room units, or portion thereof. In addition, the hotel shall provide adequate space in a locked luggage storage facility, controlled by the hotel staff, inside the hotel, to accommodate guest's bicycles along with guest's luggage.~~
 - e. 150 Class I bicycle parking spaces shall be provided for the entire Site Plan area. Of these, the Developer agrees to provide 100 Class I bicycle parking spaces prior to the first partial certificate of occupancy for tenant occupancy, and 50 bicycle parking spaces at the master certificate of occupancy.
- 4) The Developer agrees to provide the following shower and locker facilities:
 - a. ~~For office/retail/hotel buildings of up to 100,000 square feet of Gross Floor Area (GFA), one (1) shower per gender, for every 50,000 square feet or fraction thereof.~~

- ~~b. For office/retail/hotel buildings between 100,001 square feet of GFA and 300,000 square feet of GFA, three (3) showers per gender.~~
- ~~c. For office/retail/hotel buildings greater than 300,000 square feet of GFA, three (3) showers per gender, plus one (1) shower per gender for each additional 100,000 square feet of GFA or portion thereof above the first 300,000 square feet of building GFA.~~
- ~~d. In residential buildings, for retail uses equal to or greater than 25,000 square feet of GFA and less than 50,000 square feet of GFA, a minimum of one (1) unisex shower; for retail uses equal to or greater than 50,000 square feet of GFA, a minimum of one (1) shower per gender.~~
- ~~e. If retail employees will not have access to shower facilities required for office or hotel employees, shower facilities for retail employees shall be provided in accordance with the ratios specified in Condition #24 A.4).d. above.~~
- f. Three (3) showers per gender shall be provided, plus one (1) shower per gender for each additional 100,000 square feet of GFA or portion thereof above the first 300,000 square feet of GFA for the entire Site Plan. Existing showers that are available to hospital staff and physicians may be credited toward this requirement.
- g. For every required employee bicycle parking space, either 1) a minimum of one (1) clothes storage locker per gender shall be installed in gender-specific changing rooms, or 2) a minimum of one (1) clothes locker shall be installed adjacent to, but outside of changing rooms. The lockers shall be a minimum size of 12 inches in width, 18 inches in depth, and 36 inches in height.

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

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

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

The Developer agrees that all secure bicycle parking, shower and locker facilities ~~on the site~~ within the Site Plan Area, as described above, shall be fully installed and operational prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy ~~for the applicable building, unless otherwise specified under 24.A.3.e above as part of an approved development phasing program.~~

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

~~The Developer agrees that the Site Plan may include an exercise/health facility for office buildings, which _____ square feet of GFA as approved by the County Board shall not be calculated as density (FAR) if this facility meets all of the following criteria:~~

~~A. The facility shall be located in the interior of the building and shall not add to the bulk or height of the project.~~

~~B. The exercise facility shall be open only to tenants of the project. The exercise facility, including the showers and lockers, shall be open during normal working hours.~~

~~The Developer agrees that conversion of this exercise/health facility space to other uses shall not be permitted without a Site Plan amendment.~~

26. Façade Treatment of Buildings (Footing to Grade)

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

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

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

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

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

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

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

~~E. Retail Storefront Facades:~~

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

~~a. **Creative design of storefront facades.** Storefront facades may vary in color, texture, material, size, scale, and signs. Both the shell building and retail business storefronts shall be designed to maximize transparency into each store consistent with paragraph G.2 below.~~

~~b. **Special architectural treatment.** Building materials are predominantly comprised of the following: natural stone (marble, limestone, granite, terrazzo), masonry (brick, arrisraft, stone, CMU), ceramic and quarry tile, precast concrete, metal panels, glass and glazing, and wood. Other materials of similar high quality may be used with approval of the County Manager.~~

~~For the purposes of this subparagraph F.1), minor adjustments shall include only the following: (i) adjustment in the location of the access points and window or door placements for retail along the street frontage on the ground floor; and (ii) changes to the materials, provided that the proposed materials are in keeping with the general intent of the approved Site Plan design; and (iii) adjustments required due to adjustments of the elements of the retail space as described in Condition #39 below. All other changes to the approved retail will require a Site Plan amendment.~~

~~2) Any change to the façade which does not meet the above description of minor adjustment or any structural element that requires an encroachment into County right of way shall require a Site Plan amendment.~~

F. Standards for Façade Treatment of Buildings:

1) **Mechanical Equipment.** The Developer agrees that all mechanical equipment, regardless of location, shall be screened so that the mechanical equipment is not visible from the public right-of-way. The screening shall have an opaque or opaque-like treatment. Screening for the penthouse mechanical equipment shall consist of a solid wall treatment. Any mechanical equipment, including equipment located on the ground or at roof top, and screening for the penthouse mechanical equipment, shall be shown on all elevation drawings. The Developer agrees to obtain the County Manager's review and approval of the details of the screening treatment, including height, material and color, as meeting this standard, as part of the approval for the façade elevations and façade materials.

- 2) ~~**Window Transparency.** The Developer agrees that all retail and retail-equivalent (as defined in the Arlington Retail Plan adopted July 2015) storefronts along public rights-of-way are required to have an overall minimum transparency of ~~[fill in retail plan transparency recommendation from page 46].~~ The purpose of this condition is to allow pedestrians to view the activity within the retail establishment and to allow patrons and employees of the retail establishments to view the activity on the sidewalk and street. “Transparency” shall mean using glass or other transparent exterior material offering a view into an area of the retail establishment where human activity normally occurs and does not include views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or the like.~~
- 3) **Architectural Illumination.** The Developer agrees that the illumination, up-lighting, or the like, of any architecture, including buildings, structures, sites and facades, shall not be permitted unless specifically called out on the Site Plan and approved by the County Board. Any architectural illumination shown on the façade elevations that was not specifically shown on the Site Plan approved by the County Board shall require a Site Plan amendment.

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

- A. **Submission (Footing to Grade Permit)** The Developer agrees to submit one (1) plat, drawn at the scale of 1 inch = 25 feet and 24 inches x 36 inches in size, of the excavated area showing spot elevations which confirm that the construction drawings are consistent with the average site elevation, and with the building’s ground floor elevation(s) at the building’s lowest level(s), as approved by the County Board and as indicated in the plans referenced in Conditions #2 and #3 above.
- B. **Spot Elevations at 50% (Footing to Grade Permit)** The Developer agrees to provide the Zoning Administrator spot elevations which shall, at a minimum, consist of two corners and spot elevations from 50% of the total area to be excavated, prior to the issuance of the Footing to Grade Permit. If the excavated area will be greater than 20,000 square feet, the Zoning Administrator or her designee may agree to reduce the area for which elevations must be provided before issuance of a Footing to Grade Permit.
- C. **Elevations Confirming Remainder of Excavation (Final Building Permit)** The Developer agrees to submit to the Zoning Administrator additional elevations confirming the elevations of the remainder of the excavation prior to the issuance of the Final Building Permit.

28. Public Improvements Bond (Footing to Grade Permit)

- A. **Bond Estimate (Footing to Grade Permit)** The Developer agrees to submit to the Department of Environmental Services (DES) a performance bond estimate for the construction or installation of all facilities (to include street trees and all landscape materials) that will be located within the public rights-of-way or easements, erosion and sediment controls, and storm water management facilities, upon approval of the

Civil Engineering Plan for each Phase of the project, consistent with the approved Phasing Plan pursuant to Condition #5 above, and prior to the issuance of the Footing to Grade permit for such Phase.

B. Bond (Final Building Permit) Upon approval of the performance bond estimate by DES, the Developer agrees to submit to DES a performance bond, in the approved amount of the estimate, and an agreement for the construction or installation of all facilities (to include street trees and all landscape materials) within the public rights-of-way or easements, erosion and sediment controls, and storm water management facilities; which bond shall be executed by the Developer in favor of the County before the issuance of the Final Building Permit.

C. Repair/Replace Infrastructure (Release of Public Improvement Bond) The Developer agrees to replace any curb, gutter and sidewalk in poor condition and/or existing or new infrastructure damaged during construction, at the direction of the County Manager, prior to release of the public improvement bond.

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

The Developer agrees to obtain approval from the Zoning Administrator of drawings showing compliance with this condition prior to the issuance of the Footing to Grade Permit. The Developer agrees to provide and use interior space for the collection, storage, compaction, and removal of trash. The space shall not be outside the interior loading space and shall not conflict with the use of a loading berth. The Developer agrees to provide and use appropriate interior facilities for the recycling of reusable materials as defined by the County. This condition shall not apply to the existing exterior waste storage area located adjacent to the central utility plant.

30. Interior Loading Spaces (Footing to Grade Permit)

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

A. Minimum 12-foot clear width, including entrances, and minimum 14-foot clear height, however, any loading dock to be used for trash removal shall have a minimum interior height clearance of 18 feet.

B. At least one loading space shall have a minimum 40-foot clear length.

C. The loading area shall be kept clear at all times except for the temporary loading/unloading of vehicles.

D. All loading docks shall contain closable doors.

E. Use of the loading docks and the exterior waste storage area adjacent to the central utility plant for deliveries or trash, recycling, and other waste 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.

- F. The loading dock door shall be closed when the loading dock is in use, except when necessary for entry or exit of vehicles, venting of vehicle exhaust, or when required for similar operational or safety measures.

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

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

- A. The Developer agrees that all plaza areas used for vehicular access and all surface parking areas shall be constructed to support the live load of any fire apparatus, and agrees to construct these elements in accordance with the approved drawings.
- B. Architecturally designed bollards or curbs shall be used on pedestrian plazas to separate the areas intended for emergency vehicle use from areas intended for pedestrian use.
- C. No above-grade structure shall be allowed to obstruct fire lanes.

32. Parking (Footing to Grade Permit)

A. Site Plan Requirements

1) Site Plan Parking Requirements

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

Use Type
~~Residential~~

Approved Parking Ratio-Required Spaces
~~_____ spaces per unit (to include residents, residential visitors, accessible spaces & residential building employees)~~

Office	1 space per _____ square feet of GFA (to include office employees, office visitors, building management employees, and accessible spaces)
Commercial/Retail	1 space per _____ square feet of GFA, after approved exclusion for proximity to Metro Station (to include retail customers, retail employees and accessible spaces)
Hotel	_____ spaces per guest room (to include hotel employees, guests, visitors, and accessible spaces)
<u>Hospital and Medical Office</u>	<u>3,772 spaces</u>

- c. The Developer agrees that the number of compact spaces counted toward the total number of “Required Spaces”, exclusive of those spaces required for retail, shall not exceed ~~15~~2% of the total number of “Required Spaces”. “Required Spaces” for retail and guest or visitor parking shall not be compact. Spaces provided in excess of the “Required Spaces” total may be either standard or compact spaces.
- d. The Developer may use spaces not designated as retail or visitor for carshare, which shall count toward the required parking ratio for the applicable use.
- e. The Developer agrees that the “Required Spaces” shall not be converted to storage or other non-parking use without approval of a Site Plan amendment. Parking spaces constructed in excess of the “Required Spaces” may be converted from automobile parking to parking for other modes of transportation (i.e., motorcycles, scooters, bicycles, etc.) at the discretion of the Developer.

B. Operation and Management-Related Requirements

~~1) Residential Parking~~

- ~~a. The Developer agrees that for projects that include rental residential units, the rental agreement shall not require rental of a parking space and the cost of parking shall be shown in such agreement separately from the cost of renting the residential unit.~~
- ~~b. For both rental and condominium buildings, the Developer agrees that the use of the residential parking spaces shall be limited to parking use by the residents of the building and their guests.~~
- ~~c. The Developer agrees to inform all potential tenants and/or purchasers of the County’s Residential Permit Parking policy.~~

2) Office Parking

a. The Developer agrees that new ~~office-serving~~ parking garages shall be designed to allow access, parking and use by commuter vanpools. At least _____% ~~of office use or~~ 2 spaces, shall be accessible to vanpool vehicles designed to hold up to 15 passengers. These spaces shall be conveniently located on the level of the garage closest to street level, shall be standard size, and shall have a minimum height clearance of 98 inches. The Developer agrees to demonstrate compliance with this Condition on the garage level of the architectural plans, prior to issuance of the Footing to Grade Permit.

3) Shared Parking

a. ~~The Developer agrees to designate and make available a minimum of _____ short-term (two hours maximum) parking spaces on the _____ level of the parking garage for use by customers of the retail establishments or visitors to office establishments during the hours of operation of the retail or office establishments. The designated short-term parking spaces shall be shown on, and approved as a part of, the Garage Plan. Short-term parking spaces shall not be reserved for specific businesses.~~

b. The Developer agrees that ~~in office buildings,~~ no more than 20% of the total parking supply shall be reserved for individual persons.

c. In addition, ~~for projects with office space~~ the Developer agrees to make at a minimum _____ ~~(describe number and location of spaces)~~ spaces in the garage available to the public for parking after standard office hours (weekday evenings after 6:00 p.m., weekends, and all legal holidays) until 12:00 midnight ~~or until thirty minutes after the close of business of retail operations, whichever is later.~~

d. The Developer also agrees to make _____ ~~office~~ spaces available to the general public for overnight parking.

4) External Signs

a. The Developer agrees to install "P" parking sign(s) per County standards on the outside of the building in those cases where parking is available for retail or the general public. The "P" sign(s) shall be visible from every vehicular approach as appropriate except where building design obstructs their visibility.

b. In cases where parking is available to the public, the Developer agrees to install rate and hour signs on the interior entrance wall of the garage, ~~visible from the street.~~

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

a. Garage Plan (Footing to Grade Permit)

The Developer agrees to submit to, and obtain approval from, the County Manager of a Garage Plan prior to the issuance of the Footing to Grade

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

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

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

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

- A. The Developer agrees to submit documentation to Arlington County Historic Preservation Program, Neighborhood Services Division (HPP), regarding any historical artifact or historical natural feature uncovered during construction on the site prior to the issuance of the Footing to Grade Permit for the building, or each building in a multi-building project. This documentation shall include written notation describing the artifact or natural feature, color photographs, and mapping of the location and/or depth of the site excavation at which the item was found.
- B. In the event an historical artifact or natural feature is found on the site, and is to be disturbed or removed from the site during construction, the Developer agrees to contact the HPP before removing or disturbing the artifact or natural feature. Arlington County shall be given the opportunity to accept donation of the artifact or natural feature before the item is offered to any other organization or individual.

- C. Should the project be assessed as a possible archaeological site, the Developer agrees to pursue, at a minimum, a level one and two archaeological study. The Developer agrees to submit to the HPP all written results of the level one and two archaeological study and all artifacts found on the site.

34. Underground Utility Fund Contribution (Final Building Permit)

The Developer agrees to contribute to the County underground utility fund in the amount specified by this site plan condition, in addition to funding and constructing the utility undergrounding work required by this Site Plan approval, prior to the issuance of the Final Building Permit. The total utility fund contribution for this site is \$303,378 (\$54,486 x 5.568 acres). [The Underground Utility Fund Contribution of \$50,000 per acre (2011 dollars) has been adjusted by the change in the Consumer Price Index All Urban Consumers (CPI-U) from 2011 Annual Average to 2017 Annual Average, reflecting a 8.97% increase. The rate shall be fixed from County Board approval until the payment is made by the Developer prior to issuance of the Final Building Permit.] The Developer may request and obtain approval from the County Manager (DES) to prorate the total utility fund contribution for this site consistent with the approved Phasing Plan for the development pursuant to Condition #5 above. These funds may, but need not, be used by the County for the purpose of providing for undergrounding of utilities along the properties which are not redeveloping in this undergrounding district. If the area of the Site Plan is subdivided, the contribution to be made by each owner shall be based proportionally on the amount of site area allocated to each subdivided parcel. The contribution, if not obligated by the County to pay for utility undergrounding projects within 10 years from the date of payment, will be refunded upon receipt of written request without any accrued interest to the development owners of record at the time of any refund.

35. Wall Check Survey (Final Building Permit)

A. Walls/Elevations at Below Grade Structure (Final Building Permit)

The Developer agrees to submit one (1) original and three (3) copies of a wall check survey to confirm its consistency with the plans approved by the County Board, as referenced in Conditions #2 and #3 above, prior to the issuance of the Final Building Permit. The Developer further agrees that the wall check survey shall show the location of the walls at the top level of the below-grade structure and the elevation of the highest parking slab.

B. Walls/Elevations of Slab at Grade (Prior to pouring the second floor slab or at completion of the slab on grade) The Developer further agrees to submit to the Zoning Administrator, and obtain the Zoning Administrator's approval as meeting the requirements of this approval, of a wall check survey showing the location of the walls, and the elevation of the slab, at grade, prior to pouring the second floor slab, or at completion of the slab on grade.

36. Use of Penthouse (Final Building Permit)

The Developer agrees that requirements of this condition shall be incorporated in project drawings prior to the issuance of the Final Building Permit. The use of any penthouse

shall be limited to mechanical equipment and equipment maintenance space and/or telecommunication transmitter and/or receiver equipment as required in Condition #38 below, unless otherwise approved as part of this Site Plan with such uses subject to approval of Inspections Services Division where applicable.

37. Review by Crime Prevention Through Environmental Design (CPTED) Practitioner (Final Building Permit).

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

38. Developer Installation of In-Building First Responder Network (Final Building Permit)

In order to maintain the effectiveness of the County's public safety systems, the Developer/applicant hereby agrees to design, construct, install, and maintain in an operable condition, an over-the-air radio in-building emergency responder communication and distribution system that will include, as defined in Attachment A:

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

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

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

a) prior to the issuance of the first certificate of occupancy for any space in the building;
b) every one year after the date of issuance of the first certificate of occupancy for any space in the building. The County Manager may waive this condition in the future if he/she determines that the level of radio communications coverage within the building can be monitored and verified to be at an acceptable level by the County through the County's ConnectArlington fiber optic network or other mutually acceptable means. In addition, the County Manager may waive coverage requirements in secure areas as well as in cases where State and County requirements overlap.

39. Retail Elements (Final Building Permit)

Intentionally Omitted.

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

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

41. Transportation Management Plan (~~First Partial Certificate of Occupancy for Tenant Occupancy~~ Final Building Permit)

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

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

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

Unless otherwise specified, all dollar denominated rates shall be adjusted for inflation by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of first approval of this condition.

A. Participation and Funding

- 1) ~~Establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, on behalf of the property owner~~ Upon site plan approval, Developer shall establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity.
- 2) ~~Designate and keep current a member of building management as Property Transportation Coordinator (PTC) to be primary point of contact with the County and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. If applicable, designate and keep current a regional manager, or equivalent, as a secondary point of contact. The PTC shall be trained, to the satisfaction of ACCS, to provide, transit, bike, walk, rideshare and other information provided by Arlington County intended to assist with transportation to and from the site~~ Designate and maintain a full-time, on-site TDM coordinator, whose job is to provide TDM services to the entire hospital campus and oversight of fulfilment of the TDM development conditions. This full-time on-site TDM coordinator may be a hospital employee or a contractor, and would be primary point of contact with the Arlington County Commuter Services Bureau (ACCS). If this role is fulfilled by a contractor, designate and keep current the contract manager on hospital staff as a secondary point of contact. The TDM coordinator shall be trained, to the satisfaction of ACCS, to provide, transit, bike, walk, rideshare, and other assistance with transportation to and from this worksite.
- 3) ~~Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Annual contribution shall be calculated based on a rate \$0.06 per square foot of GFA for commercial (office, retail, hotel) use and \$0.035 per square foot of GFA for residential use, escalated by CPI from the year 2008, per year for 30 years. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction. Subsequent payments shall be made annually~~ Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Annual contribution shall be \$20,000 per year for 30 years. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy that is issued to the project. Subsequent payments shall be made annually.
- 4) Provide employee commute planning assistance that begins upon issuance of the Full Building Permit, and that provides tailored commute option guidance to each on-site employee so they may make choices about commute options in advance of the opening of the new garage and the closing of off-site parking options.

B. Facilities and Improvements

- 1) ~~Provide in the lobby or lobbies, a transportation information display(s), the number/content/design/location of which will be approved by ACCS. The developer agrees that the required transportation information displays shall meet the Arlington County Neighborhood Transportation Information Display Standards in effect on the date of the site plan approval, or equivalent as approved by the County Manager~~ Provide in the main lobbies across the hospital campus, a transportation information display, the number/content/design/location of which will be approved by ACCS. The Developer agrees that the required transportation information displays shall meet the Arlington County Neighborhood Transportation Information Display Standards in effect on the date of the site plan approval, or equivalent as approved by the County Manager.
- 2) ~~Provide an ADA-compliant hotel van (with lift) to provide shuttle service to and from designated Metro station(s) for employees and guests. The van shall be staffed by a full-time employee, with a dedicated van-accessible parking space provided on the ground level of the mixed-use parking garage. The van shall be parked in this space when not in service. A communication device shall be provided with the hotel for on-call service (hotel only).~~
- 3) Provide, within the TMP a Bicycle Facilities Management Plan to support the infrastructure provided through Conditions #19 and #24. This plan shall include a description of how the facilities will be managed and operated, including:
 - a. Hours of operation and availability to users. Secure bicycle storage, showers, and lockers for office/hotel/retail uses shall be available to employees during all hours in which employees may access the building. Bicycle commuters shall be permitted to use the lockers for storage 24 hours per day, 7 days per week, to facilitate bicycle commuting.
 - b. Management of registration and access of persons and bicycles to use the facilities.
 - c. Management of locker assignments, and re-assignments, to bicycle commuters.
 - d. Methods to notify building occupants of the amenities, and the frequency of the notifications.
 - e. Policy for abandoned bicycles.

C. Carpool and Vanpool Parking

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

- 1) Operate a carpool/vanpool program with required elements including, at minimum:
 - a. Provide reserved, signed, spaces for carpools and vanpools conveniently located with respect to main entrances/elevators serving the ~~building~~ hospital. A minimum of two carpool/vanpool spaces shall be marked at the time of initial

occupancy. However, there is no limit to the number of carpools or vanpools that may participate in the program, with provision of additional marked spaces upon demand.

~~b. Provide two-person or more carpools with a parking subsidy equal to one-half the single-occupant vehicle monthly rate.~~

~~c. Provide vanpools, as recognized by the Internal Revenue Service (IRS), with free parking.~~

d. Provide carpool and vanpool pricing incentives consistent with the parking cash-out program described below.

D. Promotions, Services, and Policies

~~1) Prepare, reproduce and distribute, in digital or hard copy, materials provided by Arlington County, which includes site-specific transit, bike, walk, and rideshare-related information, to each new residential lessee or purchaser, and office, retail, hotel, property management, or maintenance employee, from initial occupancy through the life of the site plan. These materials shall be distributed as a part of prospective tenant marketing materials, as well as communications associated with lease signing, on-boarding, or similar activities.~~

Prepare, reproduce, and distribute, in digital and/or hard copy, site-specific transit, bike, walk, and rideshare-related information to each medical office, hospital, or contracted employee, through the life of the site plan. These materials (digital content) may be provided by Arlington County, or may be produced by the TDM Coordinator with support from ATP.

~~2) Provide one time, per person, to each new residential lessee or purchaser, and each new office, retail, hotel, property management, or maintenance employee, whether employed part-time or full-time, directly employed or contracted, who moves into or begins employment in the building throughout initial occupancy, the choice of one of the following:~~

~~a. \$65.00 Metro fare on a SmarTrip card or successor fare medium~~

~~b. A one-year bikeshare membership~~

~~c. A one-year carshare membership~~

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

~~The County Manager may approve additions to, or substitution of one or more of these choices with a comparable transportation program incentive, as technology and service options change, if he/she finds that an incentive shall be designed to~~

~~provide the individual with an option other than driving alone in a personal vehicle, either by removing a barrier to program entry, such as a membership cost, or by providing a similar level of subsidized access to a public or shared transportation system, program or service.~~

Establish and promote a parking “cash-out” program for all employees who work on the hospital campus. This program shall provide transit/transportation subsidy value to each non-drive alone commuter (walk, bike, transit, carpool, vanpool, etc.) equal to the subsidy value of parking in the new garage. If garage parking is free for hospital employees, then the parking cash-out program should offer to all non-drivers the same transportation benefit value as the free parking. If garage parking is offered at any rate below market rate, that subsidy value should also be provided to non-driving commuters.

- ~~3) Provide, administer, or cause the provision of a sustainable commute benefit program for each on-site property management, maintenance, and hotel employee, whether employed part-time or full-time, directly employed or contracted. This commute benefit program shall offer, at a minimum, a monthly pre-tax transit and vanpool benefit, as defined by the IRS, or a monthly subsidized/direct transit and vanpool benefit, as defined by the IRS.~~

Provide, administer, or cause the provision of a sustainable commute benefit program for each on-campus employee, full-time or part-time, directly employed or contracted. This commute benefit program shall offer, at a minimum, a monthly pre-tax transit and vanpool benefit, as defined by the IRS, or a monthly subsidized/direct transit and vanpool benefit, as defined by the IRS. All employees on campus, whether employed by the hospital or by a medical practice or other organization located on the hospital campus, shall have access to a pre-tax commuter benefits program as long as such a program is made possible by federal government tax policies. This may be implemented through lease agreements and/or trainings and technical assistance conducted by the full-time on-site TDM Coordinator with support from Arlington Transportation Partners. Developer shall be responsible for achieving 100% implementation of pretax programs for on-site employers. This does not mean 100% participation by employees, as employee participation is voluntary.

- 4) Provide, under a “transportation information” heading on the hospital website ~~Developer and property manager’s websites regarding this development:~~
- a. Links to the most appropriate Arlington County Commuter Services and/or external transportation-related web page(s). Obtain confirmation of most appropriate link from ACCS.
 - b. A description of key transportation benefits and services provided at the hospital campus building, pursuant to the TMP, including contact information for the TDM Coordinator.

E. Performance and Monitoring

- 1) During the first year of start-up of the TMP and on an annual basis thereafter, the Developer shall submit an annual report, which may be of an online, or e-mail variety, to the County Manager, describing completely and correctly, the TDM-related activities of the site and changes in commercial tenants during each year.
- 2) The Developer agrees to reimburse the County the full cost ~~up to a maximum of \$_____ (\$7,000 per land use type)~~ for, and participate in, a transportation and parking performance monitoring study for all uses within the Site Plan area at two years, five years, and each subsequent five years (at the County's option), after issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the Outpatient Building, for the life of the site plan. The County may conduct the study or ask the owner to conduct the study (in the latter case, no reimbursement payment shall be required). As part of the study, a report shall be produced as specified below by the County. The study may include:
 - a. building occupancy rates for all buildings within the Site Plan area,
 - b. average vehicle occupancy,
 - c. average garage occupancy for various day of the week and times of day,
 - d. parking availability by time of day on-site and on nearby streets,
 - e. average duration of stay for short term parkers on various days of the week and times of day,
 - f. pedestrian traffic,
 - g. a seven-day count of site-generated vehicle traffic,
 - h. a voluntary employee mode-split survey,
 - i. Hourly, monthly, and special ~~event~~ parking rates.

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

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

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

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

The Developer agrees to obtain a Master Certificate of Occupancy within twelve (12) months of receipt of the Certificate of Occupancy that permits full occupancy. The Developer may request in writing to extend the timeframe for obtaining the Master Certificate of Occupancy. The request shall outline the reasons for the extension and

shall be submitted to the Zoning Administrator for review and approval at least one (1) month prior to the end of the twelve-month time frame. The Zoning Administrator may approve such extension upon finding that the Developer is diligently and in good faith pursuing completion of the project, and will apply for and meet all requirements of a Master Certificate of Occupancy within a reasonable amount of time.

45. Building Height Certification (Master Certificate of Occupancy)

The Developer agrees to submit to, and obtain review and approval by the Zoning Administrator of one set of drawings certifying the building height as measured from the average site elevation to both the building roof and to the top of the penthouse roof prior to the issuance of the Master Certificate of Occupancy.

46. Structural Modifications (Life of Site Plan)

A. The Developer agrees that any structural modification or changes to the facades or materials shall be subject to the approval of the County Manager. If the County Manager determines that any proposed changes to the facades or materials have a significant impact on the Site Plan, or otherwise meet Zoning Ordinance requirements for Site Plan amendments that require approval by the County Board, a Site Plan amendment shall be required.

B. The Developer agrees that no balconies, other than those identified in the approved Site Plan, shall be enclosed. Enclosure of any additional balconies shall constitute additional gross floor area and shall require a Site Plan amendment.

47. Building Security Measures (Life of Site Plan)

The Developer agrees that the design of exterior office building security measures shall not result in the removal or reduction in the number of on-street parking spaces around the perimeter of a site, whether at the request of the Developer or a tenant or otherwise. The Developer agrees to notify each prospective tenant of the office building, prior to execution of any lease with a tenant, of the above for the life of the site plan.

48. Snow Removal (Life of Site Plan)

The Developer agrees to remove snow and ice from all sidewalks within or adjacent to the site, from adjacent bus stops, from all interior streets, and from required Fire Apparatus Access Roads (fire lanes) for the purpose of providing safe vehicular and pedestrian access throughout the site. Snow or ice fall less than six (6) inches shall be removed within twenty-four (24) hours, and six (6) inches and greater shall be removed within thirty-six (36) hours of the cessation of such snow fall or freezing. (Snowfall as measured by the National Oceanic and Atmospheric Administration at National Airport). No snow shall be stored on adjacent or nearby public rights-of-way or private property.

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

Intentionally Omitted.

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

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

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

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

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

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

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

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

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

The Developer agrees that in the event of need for routine utility work in the area of a canopy or awning, or need for County infrastructure repairs in the regular course of business in the area of the canopy or awning, the County may, by written notice delivered to the Developer, require the Developer, at the Developer’s sole cost and expense, to

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

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

54. Rooftop Lighting Plan (Life of Site Plan)

The Developer agrees to submit and obtain the County Manager's approval of a plan for lighting of the rooftop amenity areas prior to the issuance of the Master Certificate of Occupancy for each building. The County Manager will approve the lighting components of the plan upon finding that the plans incorporate dark sky lighting principles in accordance with the standards of the International Dark-Sky Association, specifies the hours of illumination, and includes a process and mechanism for adjusting the intensity of light after construction if necessary to ensure that rooftop lighting has no adverse effect on the surrounding area or views of Washington, D.C.'s monumental core.

55. Public (Use and) Access Easements (First Partial Certificate of Occupancy for Tenant Occupancy)

A. Grant Easements to County (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees to grant permanent public (use and) access easements to the County Board of Arlington County providing for public use and access to _____, entitled "_____", which shall be approved and recorded prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the building. The final location of the easements may change with the preparation of the final building plans.

B. Construction and Landscaping (Prior to granting public use and access easement)

The Developer agrees to construct and landscape these areas, as shown on plans dated _____ and made a part of the public record on _____.

Final landscape design and installation shall be approved by the County Manager as part of the Final Landscape Plan. Construction and landscaping of these areas shall be completed prior to the granting of the public (use and) access easements. If the developer requests and the Zoning Administrator allows modifications to the timing of the installation of landscape features, plant materials and/or street trees under

Condition #21.C.1.a., then the public (use and) access easement may be granted prior to such installation. In such case, developer agrees to take all necessary measures, including but not limited to, fencing or barriers, to protect the general public, residents or customers during the time that such installation is incomplete and during the construction/installation of the same.

C. The public (use and) access easements shall be granted by deed, in form acceptable to the County Attorney and in 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 the areas and all facilities, hardscape and landscape located within the public (use and) access easement. The public (use and) access easements shall include, among other items, the following provisions:

- 1) The Developer and the grantors of the public (use and) access easement, and their successors and assigns, shall be responsible, at their sole cost and expense, to perform and pay for the continued care, cleaning and maintenance, including snow and ice removal, repair, replacement, installation and removal of the public (use and) access easement area, and all facilities and improvements installed therein.
- 2) The Developer, their respective successors in title and interest, and their assigns shall indemnify and hold harmless the County Board, its elected and appointed officials, officers, employees, and agents (collectively, "County") from all liability, personal injury, death, claims, damages, losses, costs and expenses of whatsoever nature concerning or arising out of the design, construction, installation, care, cleaning, maintenance, repair, use, access, regulation, repair and removal of the public (use and) access easement by the Developer, the County or the property owners, or from use and access by the public at large.

56. Submission of Phased Development Site Plan

The Developer agrees that, prior to County Board approval of a Major Site Plan Amendment for SP #177, the applicant shall submit a Phased Development Site Plan (PDSP) application for the entire site subject to SP #177 as approved by the County Board on September 22, 2018, to the Zoning Office. The PDSP application shall meet the requirements of Administrative Regulation 4.1 in effect at the time of submission. The Developer agrees to seek County Board approval of the PDSP application in a timely fashion once submitted. If approved, the PDSP shall guide future development proposals and approvals for the site and may be amended as set forth in the Zoning Ordinance. The PDSP shall, at a minimum, include an east-west connection that shall accommodate pedestrians and non-motorized vehicles between North George Mason Drive and North Edison Street, located approximately mid-way between 16th Street North and 19th Street North, and an internal ring road to facilitate internal vehicle circulation.

57. Community Outreach After Construction (Life of Site Plan)

The Developer agrees to comply with the requirements of this condition for the life of the Site Plan.

- A. Community Liaison. The Developer agrees to designate and make available a community liaison(s) to communicate with nearby residents and neighbors to address concerns which may be related to the operation of the hospital and related health care facilities within the Site Plan area. The name, telephone number, and e-mail address of the community liaison(s) shall be submitted to the Zoning Administrator and a copy sent to the John M. Langston, Tara-Leeway Heights, and Waycroft-Woodlawn Civic Associations, and posted on the hospital website, prior to the issuance of the First Partial Certificate of Occupancy for the new Outpatient Building. The Developer agrees to provide updated contact information for the community liaison(s) to the Zoning Administrator and the John M. Langston, Tara-Leeway Heights, and Waycroft Woodlawn Civic Associations, and to post on the hospital website, if the designated community liaison(s) or contact information changes.
- B. The Developer agrees to attend quarterly meetings with representatives of the John M. Langston, Tara-Leeway Heights, and Waycroft-Woodlawn Civic Associations to hear and address concerns which may be related to the operation of the hospital and related health care facilities within the Site Plan area.
- C. The Developer agrees to clean the sidewalks around the perimeter of the site and all landscaped open space areas, including the Healing Garden, each day, including cigarette butts and refuse that may have accumulated during the previous day

58. Screening of Waste Storage Areas (Demolition Permit)

The Developer agrees that the exterior waste storage area located along North Edison Street, adjacent to the central utility plant, shall be screened so that dumpsters, oxygen tanks, and other storage facilities are not visible from North Edison Street. The screening shall have an opaque or opaque-like treatment and shall incorporate landscaping and fencing. A screening wall with a height of up to ten feet shall be permitted. The Developer agrees to obtain the County Manager's review and approval of the details of the screening treatment, including height, material and color, as meeting this standard, as part of the approval of an amendment to the Final Landscape Plan for the building at 1625 N. George Mason Drive. The screening shall be installed prior to the issuance of any Demolition Permit.

59. Capital Bikeshare Station (First Partial Certificate of Occupancy for the Outpatient Building)

Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer agrees to contribute \$35,000 towards the installation of a Bikeshare station, at a location on the Virginia Hospital Center campus, prior to issuance of the first Certificate of Occupancy for Tenant Occupancy for the Outpatient Building. In addition, the Developer agrees to contribute \$17,300 annually toward operating and maintenance costs for the Capital Bikeshare station, for ten years, after the station is installed and in operation.

- 60. North Edison Street Sidewalk, East Side (First Partial Certificate of Occupancy for the Outpatient Building)**
Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer agrees to construct a sidewalk with a minimum clear width of six feet, on the east side of North Edison Street, from the intersection of 19th Street North to the intersection of 17th Road North, including crosswalks and pedestrian ramps, as well as receiving ramps across North Edison Street at 19th Street North and 17th Road North. The Developer agrees to notify the residents and property owners abutting this sidewalk, including all addresses between 1703 and 1749 N. Edison St., and the John M. Langston Citizens Association prior to finalizing the design for the sidewalk. The County Manager may relieve the Developer from this condition requirement at his discretion.
- 61. Shared Use Path, North George Mason Drive (First Partial Certificate of Occupancy for the Outpatient Building)**
Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer agrees to construct a paved sidewalk with a minimum clear width of ten feet along the east side of North George Mason Drive between Sixteenth Street North and Nineteenth Street North, for the accommodation of pedestrians and bicyclists, including wayfinding signage. Exceptions to the minimum clear width shall be permitted only with the approval of the County Manager or his designee.
- 62. Pedestrian Safety Devices, North George Mason Drive at 19th Street North**
The Developer agrees to monitor pedestrian and vehicular operations at the intersection of North George Mason Drive and 19th Street North for a period of one year following the opening of the outpatient pavilion and parking garage. The Developer agrees to perform an analysis of these operations. If, subject to this analysis, and review and approval by the County, it is determined that additional pedestrian safety devices are justified, the Developer agrees to install such devices, which may include rectangular rapid flashing beacons, to warn drivers of the presence of pedestrians at this intersection.
- 63. Bus Transit Shelters, North George Mason Drive (First Partial Certificate of Occupancy for the Outpatient Building)**
Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer agrees to relocate two (2) existing northbound bus stop shelters on the east side of North George Mason Drive between 16th Street North and 19th Street North to new locations indicated on the approved civil engineering plan and approved by Arlington County. The Developer is responsible for new pads and footings, and repairs to any damage that may occur to one or both of the shelters while they are in the process of being relocated.
- 64. East-West Pedestrian Path Through the Site (First Partial Certificate of Occupancy for the Outpatient Building)**
Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer agrees to construct a pedestrian pathway through the site that completely, and in the most direct manner possible and preserving through site lines to

the extent feasible, provides a clear connection between North George Mason Drive and North Edison Street. The pathway shall be paved, with a minimum six-foot clear pathway, wayfinding signage at each entrance to the pathway, and illumination as necessary for pedestrian comfort. The Developer agrees to grant the County a sidewalk and public access easement for this pathway.

65. Water Pressure and Water Quality Monitoring Station (First Partial Certificate of Occupancy for the Outpatient Building)

Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer agrees to provide a space of approximately 6' x 6' within the new outpatient building for a County facility that monitors water pressure and water quality. The Developer agrees to allow County employees access to the space for maintenance purposes.

66. Behavioral Health Services:

The Developer agrees to request a Certificate of Public Need (COPN) to obtain approval to increase the number of behavioral health beds, to be located within the renovated inpatient facility. If the COPN request is approved, the Developer agrees to provide the approved number of beds as set forth in this Condition. The Zoning Administrator may, through the 4.1 administrative change process, allow reasonable modifications to the timing of any element of Condition #66 if the Zoning Administrator determines that the Developer is diligently pursuing the Condition requirements and that the timing of submission and approval dates for COPN applications will unnecessarily impede progress of the project.

A. Number of Beds in Application (First Above Grade Building Permit for Outpatient Building): Prior to the issuance of the First Above Grade Building Permit for the Outpatient Building, the Developer shall receive the approval of the County Manager for the number of new behavioral health beds being requested in the COPN ("Behavioral Health Bed Request") and the allocation of these beds for psychiatric and substance abuse needs ("Allocation of Beds"). The Developer shall consult with the Director of the Department of Human Services and the Arlington County Community Services Board (CSB) in demonstrating the public need for the increase in the number of beds and the allocation between psychiatric and substance abuse needs. The attached methodology (Attachment B) for determining the current and forecasted demand for psychiatric beds shall be used when determining the Allocation of Beds.

B. COPN Application (First Partial Certificate of Occupancy for Outpatient Building): Prior to the issuance of the First Partial Certificate of Occupancy for the Outpatient Building, the Developer shall submit an application for a COPN to obtain approval for the Behavioral Health Bed Request. The COPN application shall be reviewed and accepted by the County Manager for consistency with Condition #66.A prior to submission to the Virginia Department of Health.

- C. **COPN Decision:** If the COPN request is approved at the number included in the Behavioral Health Bed Request, the Developer shall allocate the psychiatric beds and substance abuse beds according to the Allocation of Beds approved by the County Manager. If the COPN request is approved at a number of beds that is lower than requested, the Developer and the County Manager shall mutually agree upon a revised allocation of psychiatric and substance abuse beds. If the COPN request is approved at a number of beds that is lower than requested, The Developer shall also consult with the Director of the Department of Human Services and the CSB in determining a revised allocation of psychiatric and substance abuse beds.
- D. **Inpatient Behavioral Health Services (Submission of Building Permit for Behavioral Health Expansion):** Prior to the submission of the First Building Permit for expanding behavioral health beds within any building located in the 1600 or 1700 block of George Mason Drive, the Developer and the County Manager shall mutually agree upon a design for the inpatient behavioral health space that incorporates the number of beds approved with the COPN and the allocation of beds determined in Condition #66.C. The design shall incorporate required elements of the applicable code(s) such as single rooms with natural light, and patients shall have access to outdoor space on the hospital campus. The Developer shall also consult with the Director of the Department of Human Services and the CSB on the design of this space.
- E. **Emergency Behavioral Health Services (Submission of Building Permit for Emergency Department Expansion):** Prior to the submission of the First Building Permit for Emergency Department Expansion at 1625 George Mason Drive, the Developer and the County Manager shall mutually agree upon a design and operational plan for such space that includes measures to better serve patients in psychiatric crisis. The Developer shall also consult with the Director of the Department of Human Services and the CSB on the design and operational plan for the Emergency Department expansion as they relate to the treatment of patients in psychiatric crisis.
- F. **Outpatient Behavioral Health Services (First Certificate of Occupancy for Outpatient Building):** Prior to the issuance of the First Certificate of Occupancy for the Outpatient Building, the Developer shall provide a new Intensive Outpatient Behavioral Health Program within Arlington County. The Intensive Outpatient Behavioral Health Program shall address, to the extent feasible, the need for more community-based services and more timely care options, in an outpatient setting, for those suffering from mental illness.
- G. **Quarterly Meetings (Life of Site Plan):** The Developer shall meet quarterly with the Director of the Department of Human Services to present information on the usage of psychiatric beds, substance use disorder services, and updates on programs and activities sponsored by the Intensive Outpatient Behavioral Health Program. These quarterly meetings shall commence with the approval of the Site Plan amendment for the Outpatient Building and shall continue for a period of five years following the

issuance of the First Certificate of Occupancy for the behavioral health bed expansion, or until such time as the County Manager agrees in writing that meetings may occur less frequently than quarterly or are no longer necessary.

DRAFT

Attachment A

In-Building First Responder Network Definitions and Testing Protocol

Definitions

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

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

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

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

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

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

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

Testing Protocol

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

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

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

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

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

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

Attachment B

Methodology for Determining Current and Forecasted Demand for Psychiatric Beds

The following is the agreed upon methodology for calculating the number of beds needed in psychiatric services at Virginia Hospital Center to accommodate patients on a Temporary Detention Order (TDO) or who voluntarily sought psychiatric services, but were unable to receive services due to a lack of beds.

Each of the steps are calculated as follows:

- “Total” is the sum of TDO and Voluntary patients (TDO data provided by Arlington County Emergency Services, Voluntary data provided by Virginia Hospital Center’s Emergency Department)
- Average length of stay (“ALOS”) is 7.5 days (estimate provided by VHC)
- Estimated Patient Days (“Est Pt Days”) is calculated as (Total x ALOS)
- “Bed Occupancy” rate is 80%, based on the State Medical Facilities Plan guidelines
- “Capacity” is calculated as (Est Pt Days / Bed Occupancy)
- “Total Days” is the sum of all calendar days for the time period analyzed
- “Number of Beds Needed” is calculated as (Capacity / Total Days)
- “Total Number of Beds Needed” is calculated as (TDO Number of Beds Needed + Voluntary Number of Beds Needed)
-

**Example Table
Psych Patient Transfer Data Estimate of Beds (data
from April 2017 - March 2018)**

Month	TDO (CSB data)	Voluntary (VHC data)
Apr	40	31
May	19	13
June	26	20
July	29	18
Aug	36	6
Sept	33	27
Oct	39	20
Nov	30	21
Dec	21	13
Jan	24	14
Feb	32	28
March	26	25
Total	355	236
ALOS	7.5	7.5
Est Pt Days	2,663	1,770
Bed Occ	80.0%	80.0%

Capacity	3,328	2,213
Total Days	365	365
Number Beds Needed	9	6
Total Beds Needed		15

This example shows the current need, based on TDOs and voluntary admissions who were unable to receive services at VHC due to a lack of available beds from April 2017 through March 2018.

Projections for future needs will need to account for two factors: 1) population growth, and 2) trends in TDOs.

Population growth estimates are found through the Weldon Cooper Center for Public Service website. Since all COPN applications are required to use this data, it is the preferred source for population estimates.

In addition, the Northern Virginia Regional Projects office collects TDO data for the region, and can provide the overall number of TDOs for the region, year on year, to demonstrate trends. Currently, their data highlights the trend from 2014 to present of increasing TDOs from year to year. This data does not include the number of voluntary clients who sought services, so it is an incomplete measure, but it is a strong indicator of future need.

PREVIOUS COUNTY BOARD ACTIONS:

June 5, 1979

Deferred a rezoning request to "S-D" to July 7, 1979.

Deferred a use permit and site plan request for the existing hospital and related facilities plus a six-story medical office building and parking garage to July 7, 1979.

July 7, 1979

Approved a rezoning request to "S-D."

Approved the component of the use permit and site plan for the existing hospital and related facilities, and deferred the component of the use permit and site plan for the medical office building and parking garage to September 14, 1979.

September 14, 1979

Deferred the component of the use permit and site plan request for a medical office building and parking garage to September 29, 1979.

September 29, 1979

Denied the component of the use permit and site plan request for a medical office building and parking garage.

May 20, 1980

Arlington Circuit Court declared the September 29, 1979, action to deny the component of the use permit and site plan request for a medical office building and parking garage "null and void," and by court order this component of the use permit and site plan was approved.

August 25, 1981

Approved site plan amendment request for a 7,000 square foot auditorium.

November 19, 1983

Approved site plan amendment request to permit 17 identification and directional signs.

September 8, 1984

Approved a site plan amendment request to add a consolidated intensive care unit and a diagnostic and treatment facility and to

	relocate VEPCO transformers, with conditions.
February 28, 1987	Accepted withdrawal of a site plan amendment to permit a temporary modular building of approximately 4,000 square feet.
April 4, 1987	Approved a site plan amendment request to permit a cooling tower on the penthouse roof; a one-story addition to the heating plant; a trailer to provide temporary sleeping quarters for staff; two temporary modular buildings; and a 43 space parking lot adjacent to 16th Street North, with conditions.
March 5, 1988	Approved a site plan amendment request to permit a 10-foot diameter satellite receiving dish-type antenna mounted on the east face of the penthouse wall of the 1963 building.
March 4, 1989	Deferred a site plan amendment request for an ambulatory care center and physicians' offices and an associated parking garage.
May 13, 1989	Deferred a site plan amendment request for an ambulatory care center and physicians' offices and an associated parking garage.
September 9, 1989	Approved a site plan amendment request for an ambulatory care center and physicians' offices and an associated parking garage.
January 9, 1990	Approved a rezoning from "R-6" to "S-D" for the site located at 1650 North Edison Street.
July 13, 1991	Approved a use permit amendment request to incorporate 1650 North Edison into the site area included in the Arlington Hospital site plan.
	Approved a site plan amendment request to permit construction of a four-story medical office building; location of temporary

structures on 1650 North Edison Street; and an underground parking structure.

August 6, 1994

Deferred to October 1, 1994 a site plan amendment request to amend Condition #55 to permit retention and reuse of two temporary buildings ("Building 17B" and "Modular Unit A").

October 1, 1994

Approved a site plan amendment to amend Condition #55 to permit retention and reuse of two temporary buildings ("Building 17B" and "Modular Unit A").

July 19, 1997

Approved a site plan amendment to convert 7,668 square feet of hospital space to private physicians' offices and to install a building mounted sign on the 1701 North George Mason Drive building, subject to one condition.

June 6, 1998

Approved a site plan amendment to convert 3,011 square feet of hospital use to physicians' offices in the 1635 North George Mason Drive building.

October 17, 1998

Approved a site plan amendment to convert 4,029 square feet of hospital space to physicians' offices at 1635 North George Mason Drive building.

May 20, 2000

Approved a site plan amendment and use permit to permit construction of new hospital and medical office facilities with associated underground parking and to permit a comprehensive sign plan (including roof top signs) and to modify a 5-year Master Plan.

Enacted an ordinance to vacate 17th Street North from the west side of North Edison Street to its western terminus.

September 24, 2015

Approved a non-binding letter of intent between the County Board of Arlington County and Virginia Hospital Center for an

Option to Purchase an approximately five acre parcel of County-owned land, known as 1800 N. Edison St.

December 15, 2015

Approved an Option Agreement between the County Board of Arlington County and Virginia Hospital Center granting VHC an Option to Purchase the real property, with improvements, known as 1800 N. Edison St.

DRAFT