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October 6, 2010

Regina C. Coyle
Zoning Evaluation Division
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Application for Rezoning to the PTC District
Campus Point Realty Corporation and Tysons Westpark, L.C. (the "Applicants")
Tax Map 29-3 ((15)) 4D, 4E, 4F, 7A, 7B, 7C, 7D, 7E, 8 (the "Application
Property")

Dear Ms. Coyle:

This letter serves as a statement of justification for a proposed rezoning affecting a consolidation of approximately 23.7 acres of property in the Tysons Central 7 area of Tysons Corner.

The Applicants are Campus Point Realty Corporation ("Campus Point") and Tysons Westpark, L.C. ("Tysons Westpark"). Campus Point is the owner of 18.27 acres of land. This area is currently developed with four office buildings totaling approximately 896,464 square feet and serves as the corporate headquarters for Science Applications International Corporation ("SAIC"). SAIC is a Fortune 500 scientific, engineering and technology application company and currently has approximately 2,300 employees at this location and 17,000 employees in the metropolitan region. Tysons Westpark owns a 5.5 acre parcel at the corner of Leesburg Pike and Westpark Drive, which is currently developed with a 301 room hotel. The Applicants seek to rezone their properties jointly from the C-4, C-7, HC and SC Districts to the Planned Tysons Corner Urban (PTC), HC and SC Districts in order to create a new transit-oriented community adjacent to the Tysons Central 7 Metro Station (the "Metro Station") that features a pedestrian friendly, urban block design and a full complement of uses.

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ATTORNEYS AT LAW

I. Application Property Area

The Application Property is located immediately north of the proposed northern entrance to the Metro Station which is currently under construction. The Application Property has extensive frontage on Leesburg Pike, Westpark Drive, Greensboro Drive and Solutions Drive and enjoys good visibility and easy accessibility to and from the future Metro Station. Part of the well-established office district along Greensboro Drive, the Application Property provides an excellent opportunity to provide a mix of new office buildings, as well as a complement of residential, hotel, and service uses.

The Application Property is situated at one of the highest elevations in Fairfax County. There is a significant change in grade across the site. The lowest point on the site is located at the intersection of Leesburg Pike and Westpark Drive at elevation 438. The Application Property rises from the west/southwest corner toward a high point of 507 feet midblock along the Application Property’s frontage on Greensboro Drive. This topography poses some challenges in site design but also offers some dramatic building locations.

Through the consolidation of nine individual parcels, the Application Property totals 23.7 acres. In addition, areas previously dedicated for right-of-ways with reserved density credit total 9,389 square feet bringing the total land area for density/intensity calculations to 23.89 acres (1,040,992 square feet). The existing conditions are outlined in the following chart:

Block	Tax Map ID	Zoning	Existing Use
A	29-3 ((15)) 7A, 7E pt.	C-4 HC, SC	Surface Parking
B	29-3 ((15)) 7B, 7E pt.	C-7 HC, SC	Office
C	29-3 ((15)) 7C, 7D	C-4 HC, SC	Surface Parking
D	29-3 ((15)) 8	C-7 SC, HC	Hotel
E	29-3 ((15)) 4D pt., 4E pt.	C-4 SC, HC	Parking Garage
F	29-3 ((15)) 4D pt., 4E pt., 4F	C-4 SC, HC	Office

Of the 23.89 acres, 6.05 acres are located within 1/8 mile of the Metro Station’s northern entrance. This area includes three existing SAIC office buildings. Approximately 15.80 acres of the Application Property are located within 1/8 and 1/4 mile of the station entrance, and the remaining 2.04 acres are located between 1/4 and 1/3 mile of the station entrance.

II. Overall Vision

The planning approach to “Solutions Plaza”, as the application has been named, seeks to take a suburban campus environment and reposition, redevelop and regenerate the area as a vibrant mixed use urban center. With the Metro Station at its heart, Solutions Plaza supports fully integrated transit, cycling and walking as viable alternatives to the car in a mixed use community. Rail transit has proven to be a powerful tool for spurring economic development and reducing commuters dependency on cars, but only if it is designed as a place, not just a development. Solutions Plaza will be a true community with a unique sense of place, not a stand alone development, and will be a mixed use and connected neighborhood with walkable blocks and lively streetscapes, encouraging visitors and residents to walk and meander between uses.

The urban plan for Solutions Plaza organizes development around nodes of defined parks with a one-acre urban park (the “Urban Park”) at the center of the development. This system of park space is overlaid with a network of pedestrian routes providing connectivity to and from the metro station and between uses and users. In keeping with the adopted planning goals of the Tysons Urban Center Plan, office uses are located closest to the Metro Station with residential uses located slightly further out. Convenience retail lines the development’s Greensboro Drive frontage with a hotel located mid-way. All uses are located within a 10-minute walk of the Metro Station entrance.

The primary goals of the Solutions Plaza Conceptual Development Plan are to:

- Create a welcoming *gateway* to Solutions Plaza that entices visitors beyond the Metro Station and creates a sense of arrival;
- Enhance pedestrian *connectivity* and encourage visitors to explore by way of multiple pedestrian routes from the Metro Station through Solutions Plaza;
- Incorporate a *mixture of uses* that provides opportunity to live, work and play.
- Incorporate *open space* as an anchor for development and to foster a unique sense of place;
- Define an *urban form* that creates a compelling skyline for one of the highest sites in the Tysons Urban area;
- Conceive compelling *architecture* to reinforce a memorable experience and a unique sense of place;
- Integrate *sustainable design* into our planning including strategies for storm water retention, reduction of the urban heat island, and capitalizing on the benefits of dense, walkable and, transit accessible development; and
- Provide *flexibility* to allow the development program to respond to evolving market conditions.

A. Gateway

Solutions Plaza, a publicly accessible park land, will be the gateway space for visitors arriving from the Metro Station. It will be elevated above Leesburg Pike at approximately the same elevation as Center Street at the heart of the site. Solutions Plaza will be accessible directly from the Metro Station by way of a bridge over Station Place. A stairway will connect the plaza to Leesburg Pike and there will be a pedestrian arcade connecting the plaza through tower Building E2 to SAIC Drive. A retail kiosk will be located within the plaza to further enliven the pedestrian experience. The Metro Station will generate a stream of users and the plaza is envisioned as a place where paths cross, people meet and workers sit and eat their lunch.

For visitors arriving from the north, wedge-shaped parks are located at the intersection of Westpark Drive and Center Street and will draw visitors into the project and give passers-by a glimpse into the community. Referred to as Gateway Green Park, these parks will provide a connection to the larger Urban Park at the center of the development.

B. Connectivity

The importance of creating a pedestrian friendly environment cannot be understated. Every resident, worker or visitor to Solutions Plaza will be a pedestrian at some time and neighborhood streets and sidewalks will be a stage where everyday occurrences are on display. To support both pedestrian and vehicular connectivity, Solutions Plaza is designed around a network of pedestrian scaled and pedestrian friendly streets and walkways. A new street, referred to as Center Street, will ultimately connect Westpark Drive with Pinnacle Drive. Center Street will align with the existing travelway on the north side of Westpark Drive and will connect to and extend past Solutions Drive. Two new streets will offer connections between Leesburg Pike and Center Street; Station Place will be located immediately adjacent to the Metro Station and SAIC Drive will be midway between the Metro station and Westpark Drive. Park Street, another new street, will connect Center Street and Greensboro Drive. Martin's Mews provides a pedestrian only connection between Greensboro Drive and Leesburg Pike. Other pedestrian routes are provided throughout the community to provide alternative paths to and from the Metro Station. These pedestrian routes are composed of a variety of typologies and scales, urban sidewalks, ramps to ease topographic challenges and wide tree-lined sidewalks.

C. Open Space

Buildings and development are anchored by open space: an elevated plaza with a direct connection to the Metro Station provides a front foyer for the development, and Gateway Green Park provides a front face and a welcoming statement along Westpark Drive.

Center Street is the pedestrian “spine” of the development linking both ends, and it is punctuated by the Urban Park and pocket parks such as the SAIC Green at the terminus of Solutions Drive. All these parks provide focus, amenities and gathering spaces for the office buildings along Center Street, whereas rooftop terraces will provide private amenity space for the residential towers. The Urban Park at the heart of project will be the focus for the signature office tower and the hotel, and will provide a variety of spaces with hardscape and landscape features. It will also provide a front yard for residential and office towers.

Pedestrian circulation is proposed throughout the new grid system, and each of the pedestrian thoroughfares, north-south and east-west, provides a variety of experiences that are attractive, safe, comfortable and memorable. These spaces include:

- Solutions Plaza
- Urban Park
- Martin’s Mews
- Gateway Green Park
- SAIC Green
- Dittmar Park
- Station Place

D. Urban Form

Urban form is largely dependent on the transportation mode of choice. The Tysons Corner of the future, integrated with the Silver Line Metro stations, will be very different from the Tysons Corner of today, which grew in up around the automobile. With improved transit access comes the opportunity for significantly increased density. Solutions Plaza is located at an important location in the Tysons Corner plan. The parcel is located adjacent to both the Metro Station and the Greensboro Drive office corridor, contains a significant Urban Park, and is located at one of the highest points in Tysons Corner. The urban form will be expressed in the skyline and will be integral to expressing these important elements. Overall the building forms will rise to the tallest structure E1. The iconic office tower will anchor the southeast corner of the Urban Park. The location of Building E1 takes advantage of the topography with the tower located at the highest elevation of the Application Property, further enhancing its stature as the organizing element for the skyline. Tower heights will drop off in all directions from Building E1 to reinforce its importance as a signature element. The heights of the balance of the buildings will vary from 9 to 22 stories to create a varied and compelling skyline. The buildings are a mix of residential and office uses, which will be reflected in the form, massing, and fenestration of the buildings to add more depth and variety to the skyline.

E. Architecture

The architecture will reinforce a memorable sense of place and support community ownership of the public realm. The buildings will respond to their macro-context within Tysons Corner, and to their unique micro-environment within Solutions Plaza respecting nodes of activity and gateway locations. The architecture will reflect a mix of uses and people that make an urban environment an exciting and enriching place to see, and be seen. The buildings will respond to multiple contexts and scales. The streetscape will be pedestrian friendly to support the public realm that is so critical to the success of transit oriented development. Above the street level, the architecture will contribute to the overall urban fabric and skyline of Tysons Corner. The first buildings to be constructed will set the baseline for years to come and the architecture will set a standard with attentiveness to light, shadow, transparency, proportion, material expression, technical innovation, and a commitment to sustainability.

F. Sustainability

New transit and mixed-use development at Solutions Plaza will be not just another green project, but an iconic landmark of the area's transformation, and a model for integrated sustainable urbanization. From what was once an automobile dependant sea of asphalt will rise an urban, integrated, pedestrian friendly, transit-based and mixed use neighborhood. Solutions Plaza will not only create a sense of community for the people who work, live and shop there, but will be an integral part of the greening of Tysons Corner and demonstrate that a sprawling auto dependent area can become a place.

III. Program of Development

Solutions Plaza, is an area with considerable redevelopment potential, because it is currently developed with surface parking lots. Five buildings currently occupy the Application Property, four of the buildings will remain and the Westpark Hotel will be removed for redevelopment. As referenced above, six walkable urban blocks have been created by a series of new streets through the site. These new streets will provide easy and convenient vehicle and bicycle and pedestrian access to and from the Metro Station and through and around Solutions Plaza.

The CDP proposes a maximum of 4,918,864 gross square feet ("GSF") over the six blocks for an overall floor area ration ("FAR") of 4.73. The CDP provides two options for Block C; Option 1 provides for three office buildings on Block C and Option 2 is designed with two office buildings planned to accommodate the set back requirements for a secured office tenant. The overall land use mix under both options is approximately 53% office, 39% residential, 8% hotel, and less than 1% retail and service uses, with slightly less retail and service uses in Option 2. The maximum gross floor areas for the various uses are as follows:

Land Use Mix and FAR

Use	GSF	Percentage of Total	FAR
Option 1			
--Office	2,599,864	53%	2.49
--Hotel	380,000	8%	
--Residential	1,901,000	39%	
--Retail	<u>38,000</u>	<1%	
Total	4,918,864		4.73
Option 2			
--Office	2,599,864	53%	2.49
--Hotel	380,000	8%	
--Residential	1,901,000	39%	
--Retail	<u>16,000</u>	<1%	
Total	4,896,864		4.70

Calculation of FAR is based on land area and density credits totaling 1,040,992 SF.

Specific details and alternate designs are provided on the CDP, but the general program for each block is described below.

Block A – Block A is located in the northern corner of the Application Property, immediately at the intersection of Greensboro Drive and Westpark Drive. The block will be bounded on the west by Center Street and on the south by Park Street. Currently used as a surface parking lot, Block A is proposed to be redeveloped with a residential community complemented by residential amenities and ground floor retail uses on its Greensboro Drive frontage. Two residential towers will be located atop a parking podium. Access to the parking will be from Park Street. On the top level of the parking, private open space amenities will be provided for the residents. Amenities will include one or more swimming pools as well as seating/dining/lounging opportunities. At the ground floor level, Gateway Green Park will frame the corners of Westpark Drive and Center Street, providing community space and opening vistas into the public park and elegant buildings beyond. The two towers on Block A will be a maximum of 225 feet in height with an estimated 700 dwelling units.

Block B – The Enterprise Building, an existing SAIC office building, along with expansive surface parking lots currently occupy Block B. In the future, Block B is envisioned to be the focal point of the Solutions Plaza development. It will be the site of a one acre public park fronting onto Center Street. This park will be a mixture of hardscape and landscaping, and will offer space for relaxing and special programmed events. It will be a natural gathering place for the Tysons Central 7 North District. Underground structured parking will be provided beneath the park to serve the adjacent uses.

The Enterprise Building will be renovated and converted to a hotel with approximately 400 rooms, many of which will have views of the park. Along Greensboro Drive, a new three story building adjacent to the hotel will be constructed to house meeting/conference rooms, restaurants and amenities for the hotel. This will add activity along the Greensboro Drive frontage and “bridge” the retail uses proposed on adjacent Blocks A and C. This block will serve as a logical transition between the residential and office uses on either side. Building heights in this block will be limited to 180 feet.

Block C – Block C is located with frontages on Greensboro Drive and Solutions Drive. New Center Street will form the western boundary of Block C. The CDP provides two optional development scenarios for Block C. Option 1 includes three office towers atop a parking podium. Tower C1 is oriented to Greensboro Drive and is proposed to be 217,000 square feet in size including 195,000 square feet of office and approximately 22,000 square feet of ground floor retail uses. Tower C2 has frontage on both the public park on Block B and Center Street while Tower C3 is located on the corner of Solutions Drive and Center Street. These buildings are anticipated to be 430,000 and 245,000 square feet respectively. Parking for all three buildings is accessed from Solutions Drive. Building heights in this block range from 9 to 20 stories, to provide a varied skyline.

Option 2 for Block C provides a design in conformance with standards for secured office tenants. Two office towers are proposed in Option 2 with the required 82 foot minimum setback from the curb of adjacent streets to accommodate security requirements. Under this option, access to the parking garage would be located on Center Street and Solutions Drive. Maximum building height for Option 2 buildings in Block C will be 260 feet, although it is anticipated there will be a variety of heights between the three towers in Option 1.

A key feature of Block C is a linear pedestrian promenade connecting Greensboro Drive to Center Street. This provides a mid-block pedestrian connection and will provide easy access for the workers in Block C, and those to the north of Greensboro Drive, to reach the Metro Station. This promenade also provides access to the Urban Park and is key to the comprehensive pedestrian plan for this District. Furthermore, both Options 1 and 2 will provide streetscapes in accordance with the vision for Tysons with plenty of pedestrian activity zones.

Block D – Block D is located on Leesburg Pike between SAIC Drive and Westpark Drive. The fourth side of Block D will be completed with the construction of Center Street. Currently occupied by the Westpark Hotel, this building will be removed and the site redeveloped with two residential towers with a total of 1,200 dwelling units. Tower D1 will frame the intersection of Westpark Drive and Center Street while Tower D2 will frame the new intersection of SAIC Drive and Leesburg Pike. Access to the residential parking garages will be from both Center Street and SAIC Drive. Between the two towers, a large private park is proposed; an area that will provide both passive and active recreational opportunities and will include specialty paving, landscaping and lighting. In addition to this large outdoor space, the residential towers will

provide private recreational amenities including a swimming pool, fitness center, clubroom and business center. Buildings on Block D will be a maximum of 225 feet in height.

Block E – Block E is located immediately south of Block D and is currently developed with a 5 level parking structure providing parking for the three existing SAIC office buildings on Block F. In the future, it is envisioned that two new office towers will be constructed on Block E. Tower E1 will be located adjacent to Center Street and will complement the offices in Block C. Along Leesburg Pike, Tower E2 will be constructed, notched into the existing parking garage. The linear pedestrian promenade on Block C will be continued on Block E. A pedestrian ramp will lead to a passageway through the lobby level of Tower E2 and will connect to a future public plaza to the southeast. In this way, the significant change in topography in this area can be mitigated and thus ensure a pleasant and easy pedestrian experience. A total of 1,137,000 square feet of office space is proposed in Block E with a maximum building height of 400 feet. These will be the tallest buildings at Solutions Plaza and identify the station area.

Block F – Block F is currently developed with three office buildings identified as F1, F2 and F3 on the CDP. Ranging in height from 10 to 14 stories, these office buildings total 592,864 square feet. No additional office space is proposed in Block F; however, a new raised public plaza is proposed to connect Tower E2 with Block F and form a continuous pedestrian accessway to the Metro Station. This public plaza, identified as “Solutions Plaza”, will include hardscaping, seating, an overhead pavilion structure, 3,000 square feet of retail uses --potentially in kiosks or seasonal outdoor uses, and will provide space for a variety of activities and special events. A pedestrian bridge connection from the plaza to the WMATA facilities is proposed. In addition, a monumental staircase will be provided along Leesburg Pike frontage to create a sense of arrival and excitement along the boulevard. Extensive landscaping will be provided along the Leesburg Pike frontage to provide a shady and pleasant pedestrian experience. Beneath the plaza structure, parking and reconfigured loading facilities will be designed to serve the existing buildings in Block F.

Immediately south of Building F2 and F3, a new street designated Station Place will be constructed in place of the existing surface parking lot and drive aisle. This new street will connect Leesburg Pike to Center Street and in the future can extend further northeast to Greensboro Drive. The Tysons Central 7 Metro plaza will be immediately adjacent to Station Place and thus will provide the most direct access from the Metro to points north and west.

III. Phasing of Development

With 23.7 acres of land and 4,918,864 square feet of development, Solutions Plaza will take years, or even decades, to complete. Phasing of development to infrastructure elements can be complex and it is important to provide flexibility to respond to changing market conditions. It is not possible at this time to definitively state which building will be built first or second, although a possible sequential scenario is included in the CDP. It is possible to, however, identify the parking, public facilities, parks, and sections of the street grid that will be built with

each building. This has also been graphically portrayed in the CDP and is summarized below. The phases are identified by building number.

Phase A-1 will include the removal of the existing surface parking lot, construction of Park Street from Greensboro Drive to the entrance to the Building A1 parking structure, and construction of the roof top and private park residential amenities on the portion of the garage constructed to serve Building A1, and streetscape improvements along all street frontages.

Phase A-2 proposes the removal of the existing surface parking lot, construction of Center Street from Westpark Drive to Park Street, construction of Park Street to the entrance to the Building A2 parking structure, along with associated streetscape improvements. In addition, the publicly accessible Gateway Green Park at the corner of Center and Westpark Drive will be constructed and roof top and private park residential amenities provided. It is anticipated that parking in excess of that needed for residential Buildings A1 and A2 will be constructed on Block A and will be available for development on other blocks in later phases.

Phase B-1 includes the conversion of the existing Enterprise office building to a hotel. The Applicants have included additional floor area in the CDP tabulations to allow construction of an additional floor on the existing structure. Initial parking for the hotel may be in surface lots on Blocks A or C, or the portion of Block B adjacent to Greensboro Drive depending on the development activity on those blocks. The public Urban Park will be constructed with interim improvements in the area between the hotel and future Center Street. Access to the hotel will occur from the existing access points on Greensboro Drive until adjacent streets are built.

Phase B-2 will include the construction of a three story conference/meeting and amenity building to serve the hotel. Structured parking will be provided under this new structure and streetscaping will be provided along Greensboro Drive.

Phase C-1 (Option 1) will include the removal of the existing surface parking lot, construction of the portion of the garage serving Building C1, streetscape improvements to Greensboro and Solutions Drive frontages, and construction of the linear pedestrian promenade from Greensboro Drive along Building C1. On an interim basis, surface parking on the remainder of Block C may be retained to support proposed and existing uses.

Phase C-2/C-3 (Option 1) will provide for the concurrent construction of Buildings C2 and C3 as well as the associated parking structure. With this phase, Center Street will be constructed from Solutions Drive to Westpark Drive, the linear pedestrian promenade will be extended from the Phase C-1 property to Center Street, and streetscape improvements will be provided along all immediately adjacent street frontages. Outdoor, above-grade private amenity space for the two buildings will be provided on the top level of the parking podium as shown on the CDP. If Buildings C2 and C3 are built before Building C1, surface parking in the area of Building C1 may be retained to support proposed and existing uses on a temporary basis.

Phase D-1/D-2 may be developed concurrently or sequentially. With either the construction of Buildings D1 and D2, Center Street and SAIC Drive across the Block D frontages will be provided. Private indoor residential amenities and interim private park amenities will be built with each tower but the permanent improvements to the private park in the center of the block will be provided with construction of the second tower on the block. Streetscape improvements will be provided for the new streets and along Block D's frontages on Leesburg Pike and Westpark Drive. The park area between Westpark Drive and Building D-1 will be constructed with Building D1.

Phase E-1 proposes the construction of Building E1 and provision of Center Street from Solutions Drive to Westpark Drive as well as associated streetscape improvements along the Building E1 frontage. The linear pedestrian promenade will be constructed on the south side of SAIC Drive, from Center Street to Leesburg Pike, at least in a temporary fashion until the construction of the last building on Block E.

Phase E-2 will include development of Building E2, the construction of SAIC Drive from Center Street to Leesburg Pike as well as all associated streetscape improvements on SAIC Drive and Leesburg Pike between SAIC Drive and Station Place. Phase E-2 will include the disturbance of the interim park on Block B, if built, in order to construct a multi-level underground parking garage as needed to support redevelopment of Block E. The permanent public park will then be built over the underground parking structure. The linear pedestrian promenade will be constructed on the south side of SAIC Drive, from Center to Leesburg Pike and will include a ramp to mitigate the natural slope of SAIC Drive. The ramp will enter the lobby level of Tower E-2 and provide pedestrian passage through the tower. A raised public plaza, named Solutions Plaza, will be constructed during this phase in the space between Tower E-2 and existing buildings on Block F to provide passage for Metro riders and an activated gathering spot for the community. An elevated pedestrian bridge providing a direct connection from the plaza to the Metro facilities may be provided during this phase if not previously constructed. Construction of Solutions Plaza and/or the pedestrian bridge will be dependent on fully executed agreements with Dulles Transit Partners and/or other appropriate authorities. In addition, SAIC Green, a public park space in front of Buildings F1 and F2 will be reconstructed during this phase.

Station Place Phase includes the construction of Station Place from Center Street to Leesburg Pike and Center Street from Solutions Drive to Station Place, as well as associated streetscapes. Such construction will take place with the construction of Building E2 and when right-of-way or access easements are provided by the owners of adjacent properties identified as Tax Map 29-3 ((1)) 65 and 71A and 29-3 ((15)) 3C.

IV. Comprehensive Plan Guidance

The Application Property is located in the Tysons Central 7 District of Tysons Corner Urban Center and recommendations for its use and development are guided by the newly

approved Plan Amendment for *Transforming Tysons* (the “Plan”). Guidance is provided in both the Areawide Recommendations and in the more site specific Tysons Central 7 - North Subdistrict recommendations. The Plan recommends that Blocks A, D and part of Block B be developed in keeping with the Residential Mixed-Use land use category which is described as primarily residential (on the order of 75%) with a mix of other uses such as office, hotel, arts/civic, and supporting retail and services. Blocks C, E, F and part of Block B are planned for Transit Mixed-Use. This category is described as a balanced mix of retail, office, arts/civic, hotel, and residential uses, with office comprising approximately 65% and residential comprising 20% or more of the total development throughout all Transit Mixed-Use areas. The site specific recommendations, as well as the Conceptual Land Use Pattern Map, cite the area between Leesburg Pike and Greensboro Drive as the location of a Common Green type urban park of at least one acre in size.

Planned intensity recommendations are based on a tiered approach. Most of Solutions Plaza is located in Tiers 1 and 2 which encompass all land within ¼ mile of a proposed Metro Station entrance. Sites within Tiers 1 and 2 are not subject to a maximum FAR, however, office use in Tiers 1 and 2 in excess of 2.5 FAR requires approval of a special exception or granting of bonus intensity. Approximately 8.5% of the Application Property is located in Tier 3, specifically between ¼ and ½ mile of the station entrance. The Plan recommends that residential projects within ¼ and ½ mile may develop up to 2.5 FAR Tier 3 excluding bonuses (3.0 FAR with bonuses), but also allows flexibility to include areas immediately adjacent to the ¼ mile ring as areas not subject to a maximum FAR. Below is a table outlining the land areas and development proposed within Tiers 1, 2 and 3.

Intensity Tiers and FAR

Intensity Tiers	Land Area and Density Credits	GFA	FAR
1 < 1/8 mile	263,695 sf	806,864 ¹	3.06
2 1/8 - 1/4 mile	688,159 sf	3,765,000 ²	5.47
3 1/4 - 1/3 mile	89,138 sf	347,000 ³	3.89
TOTAL	1,040,992 sf	4,918,864	4.73

¹ Includes Buildings F1, F2, F3 and F4, and one-half of Building E2

² Includes Buildings A2, B1, B2, C1, C2, C3, D1, D2, E1 and one-half of Building E2

³ Includes Building A1

The proposed rezoning and CDP are in keeping with the intensity recommendations of the Plan. Solutions Plaza’s maximum overall FAR of 4.73 includes an office FAR of 2.49 for both Options 1 and 2. The Applicants are requesting that the area of the Application Property in Tier 3 be treated for intensity purposes the same as Tiers 1 and 2 and be allowed an FAR in

excess of 3.0 FAR. While the Applicants are proposing residential uses within its Tier 3 land, the proposed FAR in Tier 3 is 3.89. Given the relatively small proportion of the Application Property in Tier 3 (8.5%) and its low traffic generating residential use, it is reasonable and appropriate to allow this area increased intensity.

The mix set forth in the tabulations on the CDP is approximately 53% office, 39% residential, 8% hotel, and less than 1% retail and service uses, which conforms to The Plan's land use recommendations. In keeping with Plan guidance, office uses are located in the Transit Mixed Use area close to the Metro station and the residential uses are located farther from the station along Westpark Drive in the Residential Mixed Use area.

The Plan also provides guidance on consolidation, street grid, urban design, urban park standards and a host of other topics. Below is a description of how the proposed rezoning and CDP for the Application Property meets the major elements of the Plan and the specific subdistrict recommendations. Where the description of compliance with the major elements also satisfies the subdistrict recommendations, it is so noted and not repeated.

Plan Guidance	Applicants' Proposal
Major Elements of the Plan	
<ul style="list-style-type: none"> • Mix and arrangement of uses 	<p>The proposed mix of uses is in keeping with overall guidance in the Land Use section and the North Subdistrict description. Overall there is a slight predominance of office use (53%) and a strong component of residential uses (39%). Hotel and retail/services uses are also provided. Retail, service and eating establishments are provided along Greensboro Drive and will help create a lively pedestrian environment. Office uses are located closest to the Metro station and along Leesburg Pike and Solutions Drive. Residential uses are provided slightly further from the station, but still within an easy walk of the station entrance. Parking is provided primarily in structures, some underground and others above, but all sited and treated to be an attractive element.</p>
<ul style="list-style-type: none"> • Affordable and workforce housing 	<p>Twenty percent of the residential units will be provided as workforce housing in keeping with the guidance in the Plan. Contributions to workforce housing by the commercial components will be detailed in the proffers.</p>

<ul style="list-style-type: none"> •Green building expectations 	<p>The office and hotel buildings will be designed and constructed to meet a minimum of LEED Silver certification. Residential structures will be designed and constructed to meet a minimum of LEED certification or certification under the LEED for Homes pilot program.</p>
<ul style="list-style-type: none"> •Stormwater Management 	<p>The goal of stormwater management measures for the Application Property is to protect the downstream receiving waters in the Tysons Corner area from further degradation while providing sufficient controls to proportionally improve the condition of said receiving waters. Through the use of aggressive and innovative stormwater management planning and techniques, the subject rezoning area will provide both water quantity and water quality controls to achieve the above-stated goal.</p> <p>It is the intent of this application to commit to a stormwater management plan which not only attempts to mimic the pre-developed peak release rates for the 1-, 2- and 10-year storms, but also the pre-developed runoff volumes for the 1- and 2-year storms. In order to control both the post-developed peak flow rates and reduce the post-developed runoff volumes (similar to LEED), it is the intent of the stormwater management plan to make use of certain low impact development (LID) techniques that will aid in water runoff reduction and reuse, below is a list of possible alternative to provide water quality and quantity:</p> <ul style="list-style-type: none"> •Green roofs will allow for a portion of the runoff volume to be decreased through the uptake by plantings on the green roof. •Tree box filters will also allow for a degree of plant uptake, and can also be designed to infiltrate portions of the runoff volume, depending on the characteristics of the insitu soils. •Pervious hardscapes/streetscapes will allow for infiltration of portions of the runoff volume through the pervious surface into storage below where it will be held for infiltration into the ground, depending on

	<p>the characteristics of the insitu soils.</p> <ul style="list-style-type: none"> •Stormwater reuse will allow for runoff volume to be recycled into the water supply of the new buildings for allowable purposes such as grey water, landscape irrigation, and air conditioning unit cooling. So, instead of merely holding runoff to reduce its peak flow rate, detention vaults on a site which as stormwater reuse can hold runoff until it is reused in the buildings. This reuse has the added benefit of reducing the demand on the domestic water supply, while infiltration techniques will have the added benefit of recharging the surrounding water table.
<ul style="list-style-type: none"> •Consolidation performance objectives 	<p>The subdistrict guidance suggests a consolidation goal of 20 acres with properties located in both Tiers 1 and 2. The Application Property includes 9 parcels with approximately 23.7 acres. This large area includes property in Tiers 1, 2 and 3. The size, shape and location of the Application Property will foster achievement of the performance objectives of developing an efficiently functioning community, creating a grid of streets, providing a comprehensive public open space system, as well as integrating with and facilitating the redevelopment of adjacent land in keeping with the Plan, and permitting the phasing of redevelopment.</p>
<ul style="list-style-type: none"> •Transportation 	
<ul style="list-style-type: none"> °Grid of streets on and off-site 	<p>The Applicants have worked with many of the property owners in the area bounded by Greensboro Drive, Westpark Drive, Leesburg Pike, Route 123 and Pinnacle Drive to prepare a network of streets to provide accessibility and connectivity. The goal was to create a grid that is both effective and practical. The proposed street network was shared with Fairfax County Department of Transportation (FCDOT) during the Tysons planning process. The grid includes a significant new east-west road connecting Westpark Drive with Pinnacle Drive, but also includes construction of all or portions of three new streets including Park Street, SAIC Drive and Station Place. These streets form the basis for a connected grid for Tysons Central 7 North.</p>

<p>°Vehicle trip reduction objectives</p>	<p>The Traffic Impact Statement (“TIA”), prepared by Wells + Associates, Inc. and submitted with the application includes a Transportation Demand Management (“TDM”) vehicle trip reduction goal of 40% for residential and commercial uses within 1/8 mile of the Metro Station and a 30% reduction for residential and commercial uses outside the 1/8 mile radius. These reduction goals were agreed upon with FCDOT and VDOT during the scoping of the TIA. Future proffers will further detail the objectives and comprehensive TDM program.</p>
<p>°Parking management</p>	<p>Parking management is critical to the success of a TDM program. The Applicants propose to develop parking in phases with the first phases providing parking greater than that recommended in the Plan and the PTC District regulations. However, with later phases, less parking will be constructed so that with build-out of Solutions Plaza the total parking provided is at, or below, the maximum permitted. The CDP provides details as to the location, access and number of spaces over the phases. These details and the cost of parking will be described in the Applicants’ TDM program.</p>
<p>°Phasing to transportation improvements and programs</p>	<p>The CDP provides several sheets setting forth the potential phasing of development to planned transportation improvements, particularly the grid of streets. The Applicants' proffers will elaborate on the phasing commitments.</p>
<p>°Traffic impact analysis evaluating three time periods; first phase, interim phase and plan build-out</p>	<p>The TIA referenced above provides the evaluation over three phases.</p>
<p>•Urban Design</p>	<p>FXFowle Architects, LLP (“FXFowle”), the project architects, have studied the Application Property, its physical characteristics and identified both design opportunities and challenges. It has also reviewed in depth the urban aesthetic vision for Tysons as set forth in the Plan. The CDP creates a new sustainable urban form from the existing suburban configuration while retaining four substantial and productive buildings. Working with LandDesign, Inc., landscape architects, FXFowle has provided details of building forms, massing, streetscapes and the</p>
<p>°Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons.</p>	

	<p>pedestrian realm, elevated public plazas and open park areas, and private amenity spaces with particular attention to the guidance in the Urban Design section of the Plan.</p>
<p>°A variety of buildings heights with the tallest buildings in the ranges specified by the building height map.</p>	<p>Fourteen buildings (10 new and 4 existing) are proposed within Solutions Plaza. They range in height from 45 feet for the hotel amenity building in Block B and up to 400 feet for signature office buildings in Block E. The proposed heights are all in keeping with the building height map, with the exception of two buildings in Block C. Block C is shown for a maximum height of 225 feet, while Tower C2 in Option 1 and both Towers C1 and C2 in Option 2 are proposed for up to 260 feet. With adjacency to Block E and the public park on Block B, additional height in this area is warranted and will help to create a more varied and interesting skyline.</p>
<p>°Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect.</p>	<p>Buildings have been sited to avoid canyon effects. Shadow studies have been provided in the CDP.</p>
<p>•Urban park standards</p>	<p>Development of a usable and varied park and open space system is a principal objective of the Tysons Plan. A preliminary analysis of the urban park standards and the needs of the future residents, employees and visitors of the Application Property has been prepared. The urban park standard recommended for Tysons Urban Center is 1.5 acres for each 1000 residents and 1.0 acre for each 10,000 employees. The 1,900 dwelling units proposed are estimated to generate 3,325 residents and the proposed office development will generate 8,666 employees. Based on these estimates, the recommended park area for the Application Property is 5.86 acres. A comprehensive park and open space plan has been developed for the provision of appropriately scaled urban parks, which are key to attracting residents and employees and developing a vibrant and sustainable urban community. Overall 9.44 acres of park area are provided. The Applicants propose a large elevated public plaza (Solutions Plaza) in the southwest corner of the site in close proximity to the Metro Station. This plaza will be</p>

	<p>accessed either from the adjacent buildings, the pedestrian bridge from Metro or a set of monumental stairs on Leesburg Pike. The plaza will be activated by people coming to and from the station and the large number of office workers in the area. It will include hardscaping, landscaping, outdoor seating, an open pavilion structure, a small retail area and perhaps a performance space or public art. In addition, the Applicants propose a one acre Urban Park in the center of the site that will be easily accessible by all. The Urban Park will offer a variety of settings, be designed to accommodate both passive and active users, and provide opportunities for performance space, community festivals and other programmed events. The park will be extended and connected to Westpark Drive through the provision of Gateway Green Park in Block A, and to Greensboro Drive and Leesburg Pike by development of the linear pedestrian promenade. Additional other public open space areas are proposed throughout the six blocks with varying functions and character.</p>
<p>•Active recreation facilities</p>	<p>The Applicants will include active recreational facilities within its buildings, private open space areas and public parks. These will include such facilities as swimming pools, tot/lots play areas, lawn games, fitness centers, etc. Contributions to athletic fields in the Tysons area are also being formulated.</p>
<p>•Public Facilities</p>	<p>In addition to the extensive grid of streets, parks and open spaces, the Applicants have been working with Dulles Rail Partners to approve a pedestrian bridge from the WMATA bridge over Leesburg Pike to the existing SAIC buildings. While initially this bridge may primarily serve the office workers at SAIC, it is envisioned this bridge would become a passageway to SAIC Drive serving the general public and providing an easy, convenient and relatively flat path to the Metro Station and thus mitigating the steep slopes found on this site. The Applicants will work with the County to identify other public facility needs.</p>

<p>•Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan.</p>	<p>The Applicants have worked with their neighbors to develop a proposed grid of streets for the subdistrict resulting in appropriately sized, walkable blocks. Plans that show how these new blocks that are not a part of the Application Property can develop with a variety of buildings, heights and uses in conformance with the Plan will be provided.</p>
<p>Tysons Central 7 North Subdistrict - Redevelopment Option Guidance Development proposals should provide for the following:</p>	
<p>•The vision for this subdistrict is to remain one of Tysons greatest concentrations of office space, with the provision of more office buildings with highest intensities near the Metro station. However, to become a vibrant 24-hour area, the area's diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Areawide Land Use Recommendations.</p>	<p>As previously described in Major Elements of the Plan, Solutions Plaza proposes a mixture of uses, including office (53%), residential (39%), hotel (8%) and retail (1%). Offices are sited closest to the Metro Station with residential uses located just a short walk from the station.</p>
<p>•Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.</p>	<p>A large and well configured area has been consolidated for this application. It is substantial enough to provide for a grid of streets, with the development of four new connected streets to complement the existing framework. A comprehensive park and open space system has been developed to not only meet the needs of residents, workers and visitors to the area, but also to draw pedestrians to the Metro Station along pleasant and varied walking routes. Green building practices and workforce housing are being provided in conformance with Plan guidance. A detailed phasing plan has been included illustrating how the streets, open spaces, parking, streetscapes and amenities can be developed systematically over time.</p>
<p>°For the area fronting Route 7, abutting the station to the west and north, the goal for assembling parcels for consolidation or</p>	<p>The proposed development on 23.7 acres exceeds the 20 acre consolidation goal. Detailed phasing plans included in the CDP set forth how circulation and</p>

<p>coordinated proffered development plans is at least 20 acres and should include adequately phased circulation and access improvements, as well as providing the area's envisioned mix of uses.</p>	<p>access improvements will be provided for each building. The combination of office (53%), residential (39%), hotel (8%) and retail (1%) uses complies with the Plan's envisioned mix of uses.</p>
<p>In addition, this area will need to provide a Common Green type urban park of about one acre in size to provide active and passive recreation and leisure opportunities for residents and workers as shown on the land use concept map.</p>	<p>A one acre Urban Park is proposed in the center of the Application Property. The Urban Park will offer a variety of settings, be designed to accommodate both passive and active users, and provide opportunities for performance space, community festivals and other programmed events. The Urban Park will be extended and connected to Westpark Drive through the provision of Gateway Green Park in Block A, and to Greensboro Drive and Leesburg Pike by development of the linear pedestrian promenade.</p>
<ul style="list-style-type: none"> • Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. 	<p>The Applicants propose to construct key sections of a grid of streets on the Application Property. Center Street, Station Place, SAIC Drive, and Park Street. Wide pleasant sidewalks along the streets and through the community will invite pedestrians to walk to Metro, as well as to the uses on and adjacent to the Application Property. The Applicants have worked with its neighbors to coordinate a grid that will work for all.</p>
<ul style="list-style-type: none"> • Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Environmental Stewardship recommendations. 	<p>The Applicants propose a large elevated public plaza (Solutions Plaza) and SAIC Green in Block F, a one acre Urban Park in Block B that will be easily accessible by all, Gateway Green Park in Blocks A and D, a linear pedestrian promenade in Block C and other public open space areas throughout the six blocks with varying functions and character. In addition large areas have been dedicated for private amenity spaces in Blocks A, C and D. The urban park standards in the Plan would suggest that 5.86 acres of publicly accessible park space are required of the overall development. The Applicants are providing a total of 9.44 acres of which 6.25 acres are public spaces and 2.95 acres are private park areas.</p>
<ul style="list-style-type: none"> • When redevelopment includes a residential component, it should include recreational facilities and other amenities for the 	<p>Residential structures will be designed with a full complement of on-site indoor and outdoor recreational amenities. These are likely to include</p>

<p>residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations.</p>	<p>swimming pools, fitness gyms, sport courts, clubrooms and exercise areas, and will be detailed on future Final Development Plans. In addition, 20% of residential units will be provided as affordable and/or workforce units.</p>
<p>•Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.</p>	<p>The Traffic Impact Statement (“TIA”) prepared by Wells + Associates, Inc. details the impacts of the proposed development on the transportation infrastructure and identifies appropriate mitigation measures.</p>
<p>•This subdistrict contains the highest natural elevation in the County, and its skyline is visible from great distances. This subdistrict has some of the tallest buildings in Tysons, and new buildings are expected to contribute to its distinctive skyline. Maximum building heights range from 175 feet to 400 feet, depending on location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station with a maximum height of 400 feet.</p>	<p>Fourteen buildings (10 new and 4 existing) are proposed within Solutions Plaza. They range in height from 45 feet for the hotel amenity building in Block B and up to 400 feet for signature office buildings in Block E. The proposed heights are all in keeping with the building height map, with the exception of two buildings in Block C. Block C is shown for a maximum height of 225 feet, while Tower C-2 in Option 1 and both Towers C-1 and C-2 in Option 2 are proposed for up to 260 feet. With adjacency to Block E and the public park on Block B, additional height in this area is warranted and will help to create a more varied and interesting skyline.</p>
<p>•A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its</p>	<p>The very preliminary circulator map included in the Comprehensive Plan shows potential circulator routes along the Application Property’s Westpark Drive and Greensboro Drive frontages. The Applicants propose that the circulator operate within the existing right-of-way and pavement section. Along Westpark Drive, the circulator can operate in the existing continuous right turn lane, and along Greensboro, in the existing lane and potentially in</p>

construction cost. See the Intensity section of the Areawide Land Use Recommendations.	the parking lane at peak periods. Without a more definitive study with specific routes and circulator stops adopted by the Board of Supervisors, it is premature to dedicate additional right-of-way for this potential circulator system.
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IV. Requested Waivers and Modifications

To the best of our knowledge, there are no known hazardous or toxic materials on the Application Property nor are there any planned with the proposed use. Furthermore, to the best of our knowledge and belief, the proposed use will be in conformance with all applicable ordinances, regulations and adopted standards with the following exceptions requested below:

A. Zoning Ordinance Modifications

1. Modification of the peripheral landscaping requirements of the Zoning Ordinance pursuant to Section 13-203, Paragraph 3 for above grade parking structures. Due to the urban nature of the site, and the adjacency of parking structures to the streetscapes, it is not possible, nor is it appropriate, to provide the typical peripheral landscaping requirements.
2. Modification of the interior parking lot landscaping requirements of the Zoning Ordinance pursuant to Section 13-202, Paragraph 6 on all parking structures, above grade, to that shown on the CDP. The Applicants propose public and/or private amenities on the top level of some of the parking structures. Interior parking lot landscaping should not be required and thus a modification is sought.
3. Modification of the Tysons Corner Urban Center streetscape design in favor of that shown on the CDP. The landscape architect will establish design programs for each of the streets in, and adjacent to, Solutions Plaza. These designs closely follow the streetscape sections set forth in the Comprehensive Plan, but the unique circumstances of certain areas will minor modifications as depicted on the GDP.
4. Waiver and/or modification of all trails and bike trails in favor of the streetscape and on-road bike trail system shown on the CDP. On-road bike lanes have been proposed based on the street type and activity level anticipated and the extent of safe connectivity to adjacent sites.
5. Waiver of the maximum length of private streets as provided in Paragraph 2 of Section 11-302 of the Zoning Ordinance to allow private streets in excess of 600 feet in length. Private streets are proposed to help create the urban ambiance

envisioned in the Plan and which is difficult to achieve if current public street standards and VDOT requirements are imposed.

6. A waiver of Section 17-201, Paragraph 3A of the Zoning Ordinance requesting construction of the service road along Route 7. While the approved Comprehensive Plan recommends elimination of the service drives along Route 7 and the creation of a “boulevard”, the Zoning Ordinance still requires construction of a service drive along Route 7. This would negatively impact the prospect of pedestrian activity on Route 7 and thus a waiver is sought.
7. A waiver of Section 17-201, Paragraph 3 of the Zoning Ordinance to provide additional inter-parcel connection to adjoining parcels other than those specifically identified on the CDP. The proposed grid of streets will provide the appropriate connections to adjacent parcels.
8. Waiver and/or modification of Zoning Ordinance Section 17-201, Paragraph 4 to not require any further dedication, construction or widening of existing roads beyond that which is indicated on the CDP. Dedication and improvements shown on the CDP shall be deemed to meet all Comprehensive Plan Policy Plan requirements.
9. A waiver and/or modification of Section 2-506 1(A) and (C) of the Zoning Ordinance to allow structures located on the building roof to occupy an area greater than 25% of the total roof and to exclude air conditioning units and cooling towers, located outside the penthouse or screened area, from being included in the maximum building height if said structure, air conditioner or cooling tower is for the purpose of providing building infrastructure to meet LEED certification.

B. Modifications to the Public Facilities Manual (PFM)

1. In keeping with the urban concept of this development, a modification of PFM standard 12-0702 1B (2) is requested to permit the reduction of the minimum planting area for trees planted to satisfy the tree cover requirement to reduce the width from eight (8) feet to a minimum of five (5) feet as shown on the CDP and as provided in the proffers. Structural soils will be implemented to enhance survivability of the trees subject to this modification request. Refer to the typical street sections for the graphic planting plan.
2. A modification of Section 7-0802.2 of the PFM and Section 11.102.12 of the Zoning Ordinance to allow for the projection, by no more than 4%, of the stall area of structural columns into parking stalls in parking structures. Such parking spaces shall count toward the number of parking spaces required by the Zoning Ordinance.

3. A modification of Public Facilities Manual (PFM) Section 7-0800 and Zoning Ordinance Section 11-102, Paragraph 12 to allow tandem spaces with valet services for non-residential uses. Such stacked parking spaces, in accordance with Section 11-101, Paragraph (1), may count toward required parking specified in the Zoning Ordinance.
4. A waiver to allow stormwater management (SWM) and Best Management Practices (BMPs) to be satisfied by underground systems for the proposed residential development, as referenced in Section 6-0303.8 of the PFM.
5. A waiver of the 10-year Tree Canopy requirements as set out in PFM Section 12-0509 due to the overall urban nature and intensities in this area. The waiver is requested in favor of the Tysons Corner Urban Center Areawide and District Recommendations pertaining to urban design guidelines as it relates to streetscape design. These guidelines layout the intent of trees, landscaping and streetscapes in Tysons Corner and are specified on the CDP.
6. A modification from the Tree Preservation Target. This modification is permitted based on two (2) allowable deviations in the Fairfax County Public Facilities Manual. The first is § 12-0507.3A(1), which states, "*Meeting the Tree Preservation Target would preclude the development of uses or densities otherwise allowed by the Zoning Ordinance.*" The second is § 12-0507.3A(3), which states, "*construction activities could be reasonably expected to impact existing trees or forested areas used to meet the tree preservation target to the extent they would not likely survive in a healthy and structurally sound manner for a minimum of 10-years in accordance with the post-development standards for trees and forested areas provided in § 12-0403.*" Specific trees to be preserved are identified on the CDP.

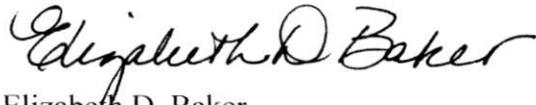
The proposed rezoning of the Campus Point and Tysons Westpark properties will help to implement the vision of the new Comprehensive Plan for the Tysons Central 7 District. It offers a large consolidation of contiguous parcels immediately adjacent to the Metro Station. This allows for the transformation of a suburban office campus into a pedestrian friendly, transit-oriented mixed use community that will be home to businesses and residents. With a connected street network, pleasant walkable blocks, a variety of parks and open spaces, innovative stormwater management, sustainable buildings, and workforce housing opportunities, Solutions Plaza will be a model for other development in Tysons and will make the most of the major public investment in the new Metro Silver Line.

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As always, I appreciate your consideration of this application. Should you require any additional information, please call me.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.

A handwritten signature in black ink that reads "Elizabeth D. Baker". The signature is written in a cursive style with a large, looped initial "E".

Elizabeth D. Baker
Senior Land Use Planner