



Georgelas Group

June 19, 2009

By Hand Delivery

Walter L. Alcorn
Chairman, Tysons Committee
Fairfax County Planning Commission
12000 Government Center Parkway
Suite 330
Fairfax, Virginia 22035

James P. Zook, Director
Department of Planning and Zoning
12055 Government Center Parkway
Suite 755
Fairfax, Virginia 22035

Re: Request for Consideration as a Demonstration Project

Dear Mr. Alcorn and Mr. Zook:

The Georgelas Group is pleased to submit our project for your consideration as a Demonstration Project. We have been working diligently for several years to assemble land at and around the proposed Tysons West Metro Station. Our vision is to create a mixed-use transit oriented development that will create a new urban form in Tysons and truly celebrate Metrorail. Redevelopment efforts are challenging; large redevelopment efforts are even more complex. We understand that a myriad of issues will have to be successfully addressed to create the new Tysons envisioned by the County. As a real estate development firm with 46 years of experience and more than 1.5 million square feet of development in Tysons Corner, we know we can meet the challenge. We have assembled a team of local planners, architects, engineers, landscape architects, and specialists (See Exhibit A) to help us in this effort. We ask for your approval as a Demonstration Project and also your participation in working with us to create a vibrant urban core at Tysons West. It is our expectation that a successful Demonstration Project process will

lead to an expedited rezoning review, and thereby bring redevelopment to Tysons West with the advent of Metrorail.

Demonstration Project Area

The Demonstration Project includes eleven individual parcels with a total of 28.45 acres. We have organized these parcels into seven areas identified as A-G, as shown on the attached tax map and aerial photograph (See Exhibits B and C). The parcels include:

Area	Tax Map ID	Acreage
A Cherner	29-3 ((1)) 53	3.08
	29-3 ((1)) 53A	0.53
	29-3 ((1)) 57A	0.62
	29-3 ((1)) 57H	2.95
	29-3 ((1)) 57J	<u>0.07</u>
	Subtotal	7.25
B Peacock	29-3 ((1)) 54A	3.59
C Fairfax County Fire Station 29	29-3 ((1)) 57B	2.58
D Tysons Self-Storage	29-3 ((1)) 57	0.47
E Tysons Springhill LP	29-3 ((1)) 60C	5.61
F Greensboro Corporate Center	29-3 ((1)) 63C	7.39
G Tysons Promenade	29-3 ((1)) 48D	1.56
TOTAL ACREAGE		28.45

The properties, while not all contiguous, result in several sizable development areas and offer opportunities for establishing a connected grid of streets. Areas A, B, C and D are located within 1/8 mile of the entrance of the Tysons West Metro station. Areas E, F and G are located between 1/8 and 1/4 mile of the Metro station, with some minor exceptions. The result is that 50% of the land area is within 1/8 mile and 50% is in within 1/8 - 1/4 mile. As such, this assemblage offers an excellent opportunity to take maximum advantage of transit connections.

Program of Development

Tysons West is an area of tremendous redevelopment potential, largely because it is developed with relatively low intensity buildings. The area serves as a gateway in to and out of Tysons. It enjoys easy access to Route 7, the Dulles Toll Road, the Capital Beltway and other major arterials. However, the major stimulus for redevelopment will be the opportunities for high intensity development based on proximity to the Metro station. In developing our program of uses and intensities, we have relied on the recommendations of the Tysons Task Force, as published in the *Transforming Tysons – Vision and Area-wide Recommendations* (September 2008). While we understand that these recommendations are yet to be endorsed by the Planning Commission or Board of Supervisors, they are a result of more than three years of work by the Tysons Task Force. During the Demonstration Project process, we acknowledge new recommendations may be forthcoming and we may have to consider other mixes and intensities.

Based on the Tysons Task Force’s definitions for various land use categories and its recommendations that development within 1/8 of a mile of a Metro station entrance should be a maximum of 6.0 FAR plus bonuses, and development between 1/8 and 1/4 mile of a station entrance should be a maximum of 4.0 FAR plus bonuses for non-residential development and 4.5 FAR plus bonuses for residential uses, a preliminary mix of uses and intensities for Areas A-G has been estimated as shown in the table below.

Preliminary Mix of Uses and Intensities
(Subject to Change)

	A	B	C	D	E	F	G
Land Area	319,094 SF	159,529 SF	112,189 SF	20,722 SF	239,853 SF	322,032 SF	68,024 SF
Max FAR plus bonus	6.0 plus bonus	6.0 plus bonus	6.0 plus bonus	6.0 plus bonus	4.0/4.5 plus bonus	4.0/4.5 plus bonus	4.0/4.5 plus bonus
Office	65-85%	65-85%	65-85%	65-85%	65-85%	65-85%	65-85%
Residential	15-35%	15-35%	15-35%	15-35%	15-35%	15-35%	15-35%
Retail	4-10%	4-10%	4-10%	4-10%	4-10%	4-10%	4-10%
Hotel	0-20%	0-20%	0%	0%	0-20%	0-20%	0%
Total GSF	1,914,564	852,110	770,000	124,332	1,258,700	1,215,320	361,900

A total of 6,496,926 GSF is proposed, with a general mix of 65-85% office, 15-35% residential, 4-10% retail and 0-20% hotel uses. Obviously with more than 6,000,000 GSF of development and a build-out timeframe of 10 to 20 years, it is difficult to determine an exact

development program. It will be critical to allow flexibility in the development program and permit the development to evolve over time and respond to future market demands. Working with ranges of gross square footages and uses may be the most appropriate approach. However, for the purpose of “starting somewhere” and providing a sense of the overall vision for the Demonstration Project, we have prepared a preliminary program of development. This program will be refined prior to submission of the Site and Urban Design Phase of the Demonstration Project submission and will include ranges for each area and building.

Preliminary Program of Development
(Subject to Change)

	A	B	C	D	E	F	G
Land Area	319,094 SF	159,529 SF	112,189 SF	20,722 SF	239,853 SF	322,032 SF	68,024 SF
Max FAR plus bonus	6.0 plus bonus	6.0 plus bonus	6.0 plus bonus	6.0 plus bonus	4.0/4.5 plus bonus	4.0/4.5 plus bonus	4.0/4.5 plus bonus
Office	1,244,564 GSF (65%)	455,500 GSF (54%)	450,000 GSF (58%)	*	567,000 GSF (41%)	941,320** GSF (77%)	350,000 GSF (97%)
Residential	350,000 GSF (18%)	354,200 GSF (41%)	275,000 GSF (36%)	*	706,000 GSF (51%)	264,000 GSF (22%)	0
Retail	70,000 GSF (4%)	42,410 GSF (5%)	45,000 GSF (6%)	*	110,032 GSF (8%)	10,000 GSF (1%)	11,900 GSF (3%)
Hotel	250,000 GSF (13%)	0	0	0	0	0	0
Total	1,914,564 GSF	852,110 GSF	770,000 GSF	*	1,383,032 GSF	1,215,320 GSF	361,900 GSF

*GSF associated with Area D has been added to Area E.

**Includes 441,320 GSF of existing office to remain.

Advancing the Vision

The Georgelas Group Demonstration Project will help advance the vision for Tysons in a number of ways including:

1. Creation of Grid of Streets. A new interconnected network or grid of streets is a key element of the new Tysons vision. This grid will provide support for increased intensity, but more importantly will be the framework for the new Tysons – transforming it from its current suburban style to an urban form.

The Georgelas Group has worked with many of the property owners in the Tysons West area from Springhill Road to the Dulles Toll Road to develop a grid of streets to provide accessibility and connectivity for the area. In doing so, it has attempted to create a grid that is both effective and achievable. The proposed street grid is enclosed as Exhibit D. Hopefully, this grid of streets will ultimately provide for a new connection to the Dulles Toll Road to further enhance the area's accessibility. Exhibit E illustrates, in red, the street segments that can be accomplished with The Georgelas Group Demonstration Project. These include an important extension of Greensboro Drive to Tyco Road and a new north south street crossing Springhill Road (temporarily referred to as Condominium Boulevard), along with other more local serving streets. These streets make major advances in creating a grid of streets in the near future

2. Transit Facilities Integration. To make Tysons West truly transit-oriented, great care must be taken to integrate the transit facilities seamlessly with the built environment. Excellence in design to make the transit facilities easy to use and architecturally attractive is a goal of the Demonstration Project.
 - a. *Metro Station Entrance* – As currently planned, the Tysons West Metro Station will have its entrance on the north side of Route 7 through a rather mundane escalator/elevator structure opening on to a car sales lot. No special amenities or sense of place would be present. The Georgelas Group is currently in discussion with the Metropolitan Washington Airports Authority (MWAA) and Dulles Transit Partners to redesign the escalator/elevator structure to create an arrival pavilion that would be an exciting covered outdoor public space emphasizing and celebrating the station entrance. This design could be implemented in phases to ensure a vibrant station area from the rail's inception and allow further embellishment and integration with development of the adjacent buildings. Collaboration with MWAA/Dulles Transit Partners in design development will continue as a key Demonstration Project objective.
 - b. *Kiss and Ride Facility* – After reviewing the most recent proposed plans for a “kiss and ride” facility at Tysons West, we have alternatively termed it a “kiss and hike” facility. This is because the lot proposed at the back portion of the Fire Station site (Parcel 57B) requires a walk of 682 feet to reach the station entrance. Our Demonstration Project proposes an alternate kiss and ride location, first as a surface

facility near the station entrance and ultimately within the first level of a building to be constructed adjacent to and integrated with the station entrance pavilion.

- c. *Circulator Access* – The Circulator has been a major element of the Tysons Task Force vision, providing an easy transit connection from the stations to the rest of Tysons. The Circulator stop can be accommodated along proposed Retail Circle with a direct visual connection and a short, pleasant walk from the station escalator. The Georgelas Group will also work to accommodate Circulator access along other streets in the Demonstration Project area as determined appropriate.
3. Mix of Uses with Offices Closest to the Station and New Residential Opportunities. To be a successful urban center and make full use of the Metrorail extension, a good mix of land uses is necessary. The Tysons vision clearly seeks to significantly expand the number of residential units in Tysons. It also states a preference for office uses closest to the station believing people are willing to walk further from their home to a Metro station than from place of employment to the station. In response, The Georgelas Group project includes a mix of uses with 65-85% office, 15-35% residential, 4-10% retail and 0-20% hotel uses. The two buildings adjacent to the station entrance are proposed as predominantly office use with secondary hotel and retail components. Approximately 1,800-2,000 residential units are proposed introducing a significant new urban population. And, of course, amenities and services will be provided for both residential and employment uses as they are essential to a successful urban area.
4. Excellence in Urban Design – The quality of the urban experience is often a matter of details – the details of architecture, relationships of buildings to streets and other buildings, sidewalks and streetscapes, public spaces, integration of uses, and the creation of a sense of place – all elements of urban design. The vision for Tysons is to move away from the automobile dominated suburban form to a pedestrian oriented city scale. While specific guidelines have not been formulated in the current recommendations, the Demonstration Project process provides the opportunity to help formulate the guidelines through this real world example.

To date, WDG Architecture has focused most of its design efforts on Area A, immediately next to the Metro station. From the preliminary designs shown in Exhibit F, special elements and high quality design are evident. These include an iconic building directly at the station, a variety of building heights, individual building designs that are unique yet complementary, large gracious tree-lined sidewalks, inviting street level facades, significant open spaces and plazas with focal points such as fountains or public art, and care in handling parking and service needs. All of these elements will be further refined and detailed. Areas B-G will also be studied and their unique character developed and detailed.

5. Public/Private Parks and Open Space System. Development of a usable and varied park and open space system has been a fundamental tenet of the Tysons Vision. The urban environment is enriched by its open spaces both grand and intimate. The Georgelas Group project envisions a significant public plaza at the corner of Springhill Road and Route 7 extending into Area A as the main focal point of the station area. This plaza is

activated by people coming to and from the station and to the mix of uses on site. It includes hardscapes and landscapes, fountains, outdoor dining, perhaps an amphitheater and/or an ice rink. It is a gathering spot where musical performers entertain lunchtime diners or where art shows or other special events are programmed on the weekend. Other open space areas, with varying functions and character will be included in other portions of the Demonstration Project. Efforts to coordinate complementary open space elsewhere in the District will help advance the overall vision for a well developed open space network.

6. Affordable (Workforce) Housing. Making living in Tysons affordable to a wide spectrum of the population is integral to the Tysons vision. Under current County policy, high density housing projects in mixed use centers are expected to provide 12% of their units as affordable and/or workforce units, intended for residents earning up to 120% of the Area Median Income (AMI). The goal at Tysons is for 20% of units to be affordable/workforce housing, with the numbers of units tiered to address the needs of each income level. The Georgelas Group intends to provide 20% of the residential units as affordable/workforce dwellings and will, during the Demonstration Project process, further analyze the impacts of such a goal and work to develop strategies to achieve it.
7. Comprehensive Transportation Programs. While the advent of Metrorail will undoubtedly change Tysons significantly, a comprehensive approach to managing transportation demand will be critical to achieve the Tysons vision. Developing an efficient street network, setting aggressive trip reduction goals, establishing a comprehensive TDM program, providing attractive pedestrian and bicycle alternatives, and adopting reduced parking requirements will all be necessary. The concept of a public private partnership for the development of a public parking garage is also worth considering during the Demonstration Project. The Georgelas Group will include all of these concepts, and others, in its Demonstration Project to advance the vision.
8. Environmental Stewardship/Sustainability. Developing an urban center while improving and protecting the environment are not incompatible goals, and are important elements in advancing the vision for Tysons. Meeting this objective involves many elements from stormwater management innovations to green building practices/LEED certifications, information technology applications, and alternate energy considerations. These elements and others will be explored during the Demonstration Project in an effort to develop a comprehensive approach to long term sustainability.
9. Phasing of Development. The Demonstration Project with 28 acres and more than 6,000,000 GFA will, even in the best of economic times, take years perhaps decades to complete. Phasing of development with key infrastructure components will be a focus of the Demonstration Project.

While the topics listed above are elements of the Tysons vision relevant to development at any of the four Tysons Metro Stations, development at Tysons West will also include more site specific concerns. Undoubtedly, new issues will arise during the process, but it is clear now that three specific issues need to be addressed. These include:

- *Arts and Entertainment Focus* – The Tysons vision includes Tysons West as an “arts and entertainment district.” During the Demonstration Project, we will explore what specific art and entertainment uses are appropriate and achievable and work to incorporate them to enhance our own project and set the character for the larger district.
- *Future of Fire Station 29* – The Demonstration Project includes Parcel 57B, site of an existing Fairfax County Fire Station serving Tysons Corner and areas to the west on Route 7. The draft Plan text suggests the station should be relocated to permit redevelopment of the site with transit-oriented development. It further suggests relocation to the existing bus transit station at Jones Branch Drive and Springhill Road. Relocation will require considerable study of alternatives and careful consideration of timing and cost implications. Collaboration and coordination with the County and specifically the Fire Department will be needed to determine if such a relocation is feasible as well as determining the future disposition/use of Parcel 57B.
- *Major Overhead Power Lines* – Currently a high voltage overhead power line runs from the Virginia Power substation north of Tyco Road diagonally across Area A of the Demonstration Project area. Although overhead power lines along Route 7 have been placed underground as a part of the Metrorail and Route 7 construction, this large power line was not. Instead the line has been raised and will cross Route 7 over the elevated train tracks and station. The power line crossing Area A needs to be relocated to accommodate our project. While it clearly is in the best interest of Tysons West and our project to underground this line, it is not clear at this time if Virginia Power will agree to place it underground. We have been in contact with Virginia Power and are awaiting additional information from them. A public private partnership between the County, Virginia Power and The Georgelas Group will be explored in an effort to solve this challenge. We hope to resolve this issue as a part of the Demonstration Project review.

Plan for Community Outreach

Informing and involving the community in the Demonstration Project is vital to its ultimate success. It is our plan to work with County representatives to identify the various civic and business associations we should contact. Ideally, community outreach could begin in September, after summer ends and greater participation could be expected. This would also correlate with the time most technical reports have been completed and considerable information is available to share with the community. We would then arrange informational and discussion sessions so we can gather comments and work to address them. It is our hope that the County would be a participant in these meetings, not to be an advocate for our project, although we ultimately hope to gain your support, but as a partner in working with us to “inform” the overall Tysons planning process. It is expected that our community outreach efforts would extend beyond the Demonstration Project timeframe and include the formal rezoning process.

We appreciate the opportunity to seek Demonstration Project status. We believe our proposal meets all of the selection criteria.

1. Our project includes the northern entrance to the Tysons West Metro Station and we are actively negotiating with MWAA/Dulles Transit Partners to integrate the station landing into our site.
2. Our project site totals 28.45 acres and is of a sufficient size to demonstrate the street grid and open space goals for a major portion of the North Tysons West Subdistrict. We will consider private agreements with regard to how and where public facility needs can be met.
3. We have included non-contiguous land area to further our ability to implement the street grid.
4. Since the Planning Commission Tysons Committee has not yet made preliminary recommendations with regard to intensities, we have proposed intensity and uses in conformance with the Tysons Task Force recommendations.
5. The Georgelas Group commits to meeting the Demonstration Project Submission Requirements and Expectations set forth in the adopted Demonstration Project guidelines, and will produce required materials and revisions in a timely manner.

The transformation of Tysons is moving from a vision to a reality. We hope to be able to inform this process and to produce an exciting transit oriented urban center that will reinvent the future of Tysons West.

Very truly yours,

THE GEORGELAS GROUP

Aaron J. Georgelas

Enclosures:

- Exhibit A: Demonstration Project Team
- Exhibit B: Tax Map with Project Area Delineated
- Exhibit C: Aerial Photograph
- Exhibit D: Tysons West Proposed Grid of Streets
- Exhibit E: Achievable Grid of Streets
- Exhibit F: WDG Architecture Preliminary Designs for Area A

Exhibit A

Demonstration Project Team

Developer/Applicant:

The Georgelas Group
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McLean, Virginia 22102

Aaron J. Georgelas, Managing Partner
Jon Adler, Partner

Architect/Urban Planning:

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C. R. George Dove, FAIA, Managing Principal
Siti N. Abdul-Rahman, AIA, Associate Principal

Civil Engineering:

VIKA, Incorporated
8180 Greensboro Dr, Suite 200
McLean, Virginia 22102

John F. Amatetti, P.E., Managing Principal
Robert R. Cochran, L.S., Associate Principal

Landscape Architect:

To be determined

Transportation Consultant:

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Terence J. Miller, Vice President
Robin L. Antonucci, Senior Associate

Attorneys/Planners:

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Martin D. Walsh, Managing Attorney
Elizabeth D. Baker, Land Use Coordinator

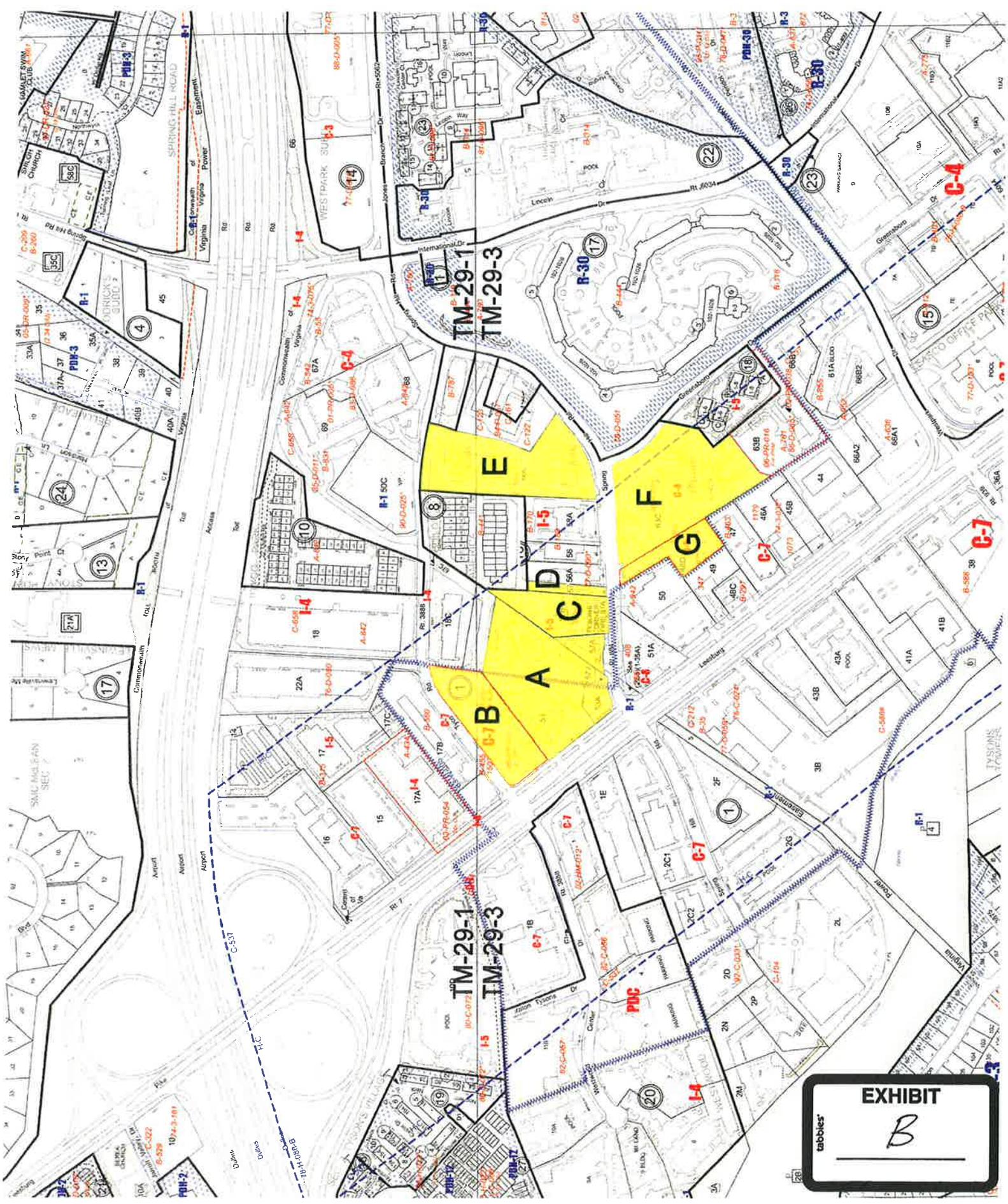


EXHIBIT
B



- A. 8550 LEESBURG PIKE (CHERNER)
PARCEL SQUARE FEET: 319,094
- B. 8590 LEESBURG PIKE (PEACOCK)
PARCEL SQUARE FEET: 156,389
- C. 1560 SPRING HILL RD.
(FIRE STATION 39)
PARCEL SQUARE FEET: 112,189
- D. 1556 SPRING HILL RD.
(MCLEAN SELF STORAGE)
PARCEL SQUARE FEET: 20,722
- E. 1524 SPRING HILL RD.
PARCEL SQUARE FEET: 239,853
- F. 8403 GREENSBORO DRIVE
(GREENSBORO CORPORATE CENTER)
PARCEL SQUARE FEET: 392,032
- G. TYSONS PROMENADE LP
PARCEL SQUARE FEET: 68,024

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EXHIBIT

C



FUTURE
EXTENSION
BY OTHERS

DULLES AIRPORT TOLL ROAD

INTERNATIONAL DR.

GREENSBORO DR.

CONDOMINIUM AVE.

TYCO RD.

MOTORIST BLVD.

RETAIL CR.

SPRING HILL RD.

PARALLEL RD.
WEST CO RD.

LEESBURG PIKE



WYSON WEST
METRO

WESTWOOD CENTER DR.

EXHIBIT

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FUTURE
EXTENSION
BY OTHERS

DULLES AIRPORT TOLL ROAD

INTERNATIONAL DR

GREENSBORO DR

CONDOMINIUM AVE

TYCO RD

MOTORIST BLVD

RETAIL CIR

SPRING HILL RD

PARALLEL RD
WEST CO RD

LEESBURG PIKE

M
METRO

TYSON WEST
BLVD

WESTWOOD CENTER DR

EXHIBIT

E

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MOTORIST BLVD.

RETAIL CIR.

SPRING HILL RD.

TYCO RD.

LEESBURG PIKE

M
metro
TYSON WEST
METRO

tabbles
EXHIBIT
F

