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January 31, 2011

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

Re: Dominion Square
Applications to Rezone Land in the Tysons Corner Urban Center
CARS-DB1, LLC (the "Applicant")
Tax Map 29-3 ((1)) 2C1, 2C2 and 2D (the "West Land Bay")
Tax Map 29-3 ((1)) 3B (the "East Land Bay") (both collectively the "Property")

Dear Ms. Berlin:

This letter serves as a statement of justification for two concurrent rezoning applications which together encompass a consolidation of approximately 19.58 acres of land in the Tysons West area of Fairfax County. These rezoning and Conceptual Development Plan (CDP) applications (the "Applications") propose to rezone the Property from the Regional Retail (C-7), Highway Corridor Overlay (HC) and Sign Control Overlay (SC) Districts to the Planned Tysons Corner (PTC), HC and SC Districts. The Applicant, CARS-DB1, LLC, is the owner of the Property. The Property is currently developed with multiple car dealerships. The Applicant seeks to transform the Property, referred to as "Dominion Square," from its suburban retail style into a vibrant, transit oriented mixed-use neighborhood with a dynamic mix of office, hotel, retail and residential uses.

I. Application Areas

The Property is located to the south and east of the proposed Tysons West Metro Station (the "Metro Station") currently under construction along Leesburg Pike. For the purposes of description in this statement, Leesburg Pike is assumed to run east-west and Spring Hill Road to run north-south. The West Land Bay fronts directly on the Metro Station and then extends southward along the west side of Spring Hill Road. The East Land Bay lies to the southeast of the Metro Station and has a significant amount of frontage on Leesburg Pike. Along the west side of the East Land Bay is a narrow linear parcel (Tax Map 29-3 ((1)) 5) owned by the Board of Supervisors and the utilized for a Dominion Virginia transmission line. Public park land abuts the Property to the south. Given that the Property is currently improved with car dealerships and

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an abundance of surface parking areas, the Property provides a tremendous opportunity to help achieve a new, more urban vision for Tysons Corner.

Consisting of four individual tax parcels, the Property has a total land area of 19.58 acres; 7.62 acres in West Land Bay and 11.96 acres in East Land Bay. An additional density credit of 2,970 square feet is associated with the West Land Bay, bringing the total land area used for FAR calculations to 19.64 acres. The existing conditions are outlined in the following chart:

Tax Map ID	Zoning	Land Area (acres)	Existing Use
West Land Bay			
29-3 ((1)) 2C1	C-7, HC, SC	3.50	Auto Dealership
29-3 ((1)) 2C2	C-7, HC, SC	2.12	Auto Dealership
29-3 ((1)) 2D	C-7, HC	2.00	Auto Dealership
Density credit ¹		0.06	
Subtotal		7.68	
East Land Bay			
29-3 ((1)) 3B	C-7, HC, SC	11.96	Auto Dealership
Total		19.64	

Most of West Land Bay's 7.62 acres are located within ¼ mile of the Metro Station's southern entrance; only .47 acre falls outside the ¼ mile radius. All but .21 acres of East Land Bay is located within ¼ mile of the Metro Station.

To better coordinate redevelopment of the area and achieve a more complete street grid, the Applicant has joined with the owners of the two properties that lie between the West Land Bay and East Land Bay, Q R Spring Hill LLC ("Perseus"), owner of Tax Map 29-3 ((1)) 2F, and 1587 Springhill Holdings LLC ("Sunburst"), owner of Tax Map 29-1 ((1)) 2G. Together, Perseus, Sunburst and the Applicant, have prepared a shared Traffic Impact Analysis (TIA) and coordinated developments plans with regard to street grid, parks and pedestrian connections. Perseus and Sunburst are expected to file rezoning applications to the PTC District in the near future. The Applicant looks forward to continuing to work with them in coordinating the redevelopment of our respective properties. The three properties have a combined land area of approximately 28 acres.

II. Overall Vision

The planning vision for Dominion Square seeks to transform the existing car dealerships and surface parking areas into a vibrant community with an exciting array of uses, including office, retail, hotel, multi-family residential and public/open space areas, all with access to the Metro Station. Immediate adjacency to the Metro Station entrance offers an excellent opportunity to promote transit, cycling and walking as viable alternatives to the car.

¹ This density credit corresponds to .06 acres of land that was previously dedicated for Leesburg Pike right of way.

The urban plan for Dominion Square seeks to capitalize on proximity to transit by locating the highest intensity commercial buildings closest to the Metro Station for the maximum convenience of employees and hotel guests. Still within an easy walk of the Metro Station are five proposed residential buildings. A large public park/facility is planned near the stream valley area to the south. The Applicant's proposal will replace the existing low-rise retail structures and multiple surface parking lots with high-rise buildings and structured parking that will make better use of the Property's location and help transform Tysons Corner to an urban transit-oriented development.

In the spirit of transformation, the Applicant seeks to enhance the adjacent Dominion Power right of way by developing it as a linear park with a multi-purpose trail. The Applicant proposes that this trail meander along the right of way past a variety of interesting landscaping features and interpretative exhibits that will describe Tysons Corner's journey from its agrarian roots to a sustainable, urban future. The trail will originate at the park planned adjacent to the Metro Station and provide a greenway to the existing parkland south of East Land Bay. The trail will provide pedestrians and cyclists with an interesting and tranquil means of getting to the Metro Station while reminding users of the connection that exists between a modern, urban form for Tysons Corner and the natural environment. The trail can be extended to connect Tysons Corner to neighborhoods to the south across Old Courthouse Spring Branch.

Connectivity, for both pedestrians and vehicles, is a key element of the Dominion Square plan. The existing street network is very limited, with only Leesburg Pike and Spring Hill Road serving the West Land Bay and adjacent areas. Furthermore, Spring Hill Road is currently a dead-end street. There are no other streets running parallel to Leesburg Pike, consequently all traffic accessing the Property must utilize or cross Leesburg Pike. The Application seeks to expand the network to create an interconnected series of streets that are pedestrian-scaled and pedestrian-friendly. A proposed extension of Boone Boulevard will be created to connect Spring Hill Road with properties to the southeast. This new segment of Boone Boulevard has been carefully located to provide maximum connectivity while respecting existing East Land Bay boundaries and the adjacent Resource Protection Area (RPA). In addition to Boone Boulevard, four new streets will be created to improve circulation throughout the Property. The first of these new streets, referred to as Commonwealth Street, will be constructed along East Land Bay's eastern perimeter to provide an important new connection between Leesburg Pike and Boone Boulevard. Roseline Street and Dominion Street will extend northwest from Commonwealth Street, parallel to Leesburg Pike, through East Land Bay, across the Sunburst and Perseus properties to Spring Hill Road and beyond to new Spring Way. Spring Way will be constructed along the northern boundary of the West Land Bay as a service street/alley to provide loading and parking entrances for the proposed buildings.

Although not located on the Property, the Applicant proposes that a new intersection be constructed for the street referred to on the CDP as State Street and Leesburg Pike. This

intersection would greatly relieve pressure on the Spring Hill Road and Gosnell Road intersections, which are roughly equidistant from State Street.

III. Program of Development

The Applicant's CDPs proposes a complete redevelopment of the Property. The West Land Bay CDP includes a total of six buildings, three primarily office buildings (A, B and C) and three residential structures (D, E and F). East Land Bay's CDP has three alternative development proposals referred to as the Master Plan and Options 1 and 2. Under both Options 1 and 2, East Land Bay would be redeveloped with three office buildings (G, H and J), one hotel (I) and two residential buildings (K and L). Under GSA Option 1, one of the office buildings (Building J) would be afforded 50 foot setbacks to satisfy GSA security requirements. As a third alternative, GSA Option 1 would be similar to GSA Option 1, but would instead have 80 foot setbacks for the potential GSA building and would have only one residential building. All three options provide for substantial amounts of parks and/or public facilities, including the construction of a linear park and trail through the Dominion right of way ("Dominion Mews") and an approximate two acre area on the southern portion of East Land Bay. As discussed above, seven walkable urban blocks have been created by a series of new streets through the Property. These new streets will provide easy and convenient vehicle, bicycle, and pedestrian access to and from the Metro Station and through and around Dominion Square.

- The Master Plan provide for a maximum of 2,142,883 gross square feet ("GSF") of office use, which corresponds to a 2.50 floor area ratio ("FAR"); 25,000 GSF of retail (0.03 FAR); 200,000 GSF of hotel (0.23 FAR); and 2,000,000 GSF of residential (2.32 FAR); for a total of 4,367,883 GSF at 5.10 FAR.
- GSA Option 1 provides for a maximum of 2,142,883 GSF of office use (2.50 FAR); 25,000 GSF of retail (0.03 FAR); 200,000 GSF of hotel (0.23 FAR); and 1,815,000 GSF of residential (2.12 FAR); for a total of 4,182,883 GSF at 4.89 FAR.
- GSA Option 2 provides for a maximum of 2,142,883 GSF of office use (2.50 FAR); 25,000 GSF of retail (0.03 FAR); 200,000 GSF of hotel (0.23 FAR); and 1,530,000 GSF of residential (1.79 FAR); for a total of 3,897,883 GSF at 4.55 FAR.

Specific details are provided on the CDP, but the general program for each building is described below. The descriptions for each building apply to each development option, except where indicated otherwise.

West Land Bay

Building A is located in the northernmost portion of West Land Bay, immediately adjacent to the southern entrance to the Metro Station. The building will be bounded to the west by Spring Way, to the north by Leesburg Pike, to the west by Spring Hill Road and to the south by Dominion Street. Building A will be a maximum of 315 feet in height (25 stories) and will include approximately 500,000 square feet of office use and 10,000 square feet of retail use, for a total of 510,000 square feet. The pedestrian entrance will be located on Spring Hill Road. Parking spaces will be provided in four underground levels and in a three level podium. Access to parking will be from Spring Way and Dominion Street; loading will occur from Spring Way. A ground level plaza area of approximately 7,800 square feet located between the building and the Metro Station entrance will welcome employees, residents and visitors to the area and allow ample room for pedestrians to circulate. On the upper levels above the parking podium, a public courtyard terrace approximately 15,000 square feet in size will connect Building A to the adjacent Building B.

Building B is located within West Land Bay to the south of Building A between Spring Way and Spring Hill Road. It will be bordered by Roseline Street to the south. Building B is proposed as a 21-story office tower with 400,000 square feet of office use and a maximum height of 265 feet. The main orientation will be toward Spring Hill Road. Approximately 640 parking spaces, which will be accessed from Spring Way and Roseline Street, will be provided in four underground and four podium levels. Access to loading will occur from Spring Way. Building B will share an elevated 15,000 square foot public terrace with Building A.

Building C is located within West Land Bay just to the south of Building B on the southern side of Roseline Street. Building C will be a maximum of 225 feet in height (18 stories) with approximately 282,883 square feet of office use. Loading and access to parking in four underground and three podium levels will be provided on Spring Way. A pedestrian entrance will be provided on Spring Hill Road. Building C will feature a 3,500 square foot public plaza area at the intersection of Spring Hill Road and Roseline Street, as well as a 15,000 square foot public courtyard terrace located atop the parking garage. The terrace will be shared by the neighboring residential building (Building D).

Building D is located on the same block as Building C and abuts future Boone Boulevard. It will be a 22-story residential tower, a maximum of 225 feet in height. Totalling 270,000 square feet, Building D will house 270 dwelling units and associated amenities. Access to four underground and four podium parking levels and loading will occur from Spring Way. The main pedestrian entrance will be provided on Boone Boulevard. Building D will share a 15,000 square foot public courtyard terrace located atop the parking garage with Building C; additional residential amenities will be provided on the rooftop.

Building E is located in the southernmost corner of West Land Bay. Like Building D, it will be a 22-story residential tower with loading and parking access provided on Spring Way. The

420,000 square foot building will include 420 dwellings, four levels of underground parking and four levels of podium parking. Pedestrian access is proposed on Boone Boulevard. Building E shares a private skypark with Building F to the south. The building will be a maximum of 225 feet in height.

Building F is a 22-story residential tower located on the same block as Building E with a pedestrian entrance on Spring Hill Road. Residential amenities and 350 dwellings will occupy the 350,000 square foot, 225 feet tall structure. Loading and parking access are provided on Boone Boulevard. Parking spaces will be provided in four underground and four podium levels. Building F shares a private recreational skypark with Building E.

East Land Bay

Building G is located in the northwest corner of East Land Bay, directly on Leesburg Pike and adjacent to Dominion Mews. This 17-story tower with 360,000 square feet of office use and 10,000 square feet of retail use will overlook the public plaza planned at the corner of Spring Hill Road and Leesburg Pike and will offer excellent accessibility to the Metro Station. Three underground and two podium levels of parking serving Building G will be accessed from Dominion Street. Building G enjoys direct access to a 7,400-square foot park located between it and Dominion Mews, and to a 35,000-square foot public courtyard terrace that it shares with Buildings H and I.

The building will be a maximum of 230 feet in height. Under both Options 1 and 2, the height of Building G is reduced to 190 feet (15 stories), office GFA is reduced to 300,000 square feet, and the number of parking spaces is correspondingly reduced.

Building H is located to the east of Building G at the intersection of Leesburg Pike and Commonwealth Street. It is a 15-story office tower, 190 feet in height, with a maximum of 325,000 square feet of office use. Together Buildings G and H create an urban street wall along Leesburg Pike, with retail, restaurant and service uses wrapping the ground level of the podium. Parking will be provided in three underground and two podium levels which will be accessed from Dominion Street. Building H shares a 35,000-square foot public courtyard terrace with Buildings G and I.

Under Options 2 and 3, the height of Building H is increased to 205 feet (16 stories) and the office GFA is reduced to 300,000 square feet. The number of parking spaces is correspondingly reduced.

Building I is located at the intersection of Dominion Street and Commonwealth Street. It is an 18-story hotel with 200,000 square feet of hotel use (approximately 250 rooms) and 5,000 square feet of retail use, for a total GFA of 205,000 square feet. Parking is provided in a garage comprised of two underground and two podium levels. Loading and parking will be accessed

from Dominion Street. Building I shares a 35,000-square foot public courtyard terrace with Buildings G and H, a portion of which will be reserved as private amenity space for hotel guests. Another 9,600 square foot park (0.22 acres) is provided within a public square to the northwest that is situated between Buildings I, G, and H. The hotel will be a maximum of 200 feet in height.

Building J is located adjacent to Dominion Mews between Dominion Street and Roseline Street. It is a 15-story tower, 190 feet in height with 275,000 square feet of office use. Oriented to Dominion Street, it enjoys access to the linear park, the public square and an elevated sky park. Parking provided in four underground and three podium levels is accessed from Roseline Street. Building J shares a 16,100-square foot (0.37-acre) public courtyard terrace, located atop the parking garage, with Buildings K.

Under GSA Option 1, the setbacks of Building J are increased to 50 feet to meet GSA security requirements. The height of Building J is increased to 225 feet (18 stories); the office GFA is increased to 360,000 square feet with the number of parking spaces is increased correspondingly. These spaces are provided in three underground and two podium levels. The public courtyard terrace is eliminated and replaced by a 33,500-square foot (0.77-acre) publicly accessible park.

Under GSA Option 2, the setbacks for Building J are increased to 80 feet to meet more stringent GSA security requirements. The height of Building J is also increased to 225 feet (18 stories) and the office GFA is increased to 360,000 square feet. Parking spaces are provided in a garage with three underground and three podium levels. The public courtyard terrace is eliminated and replaced by a 74,000-square foot (1.7-acre) park.

Building K is a 22-story, 225 unit residential tower located on the same block as Building J. The building will be a maximum of 225 feet in height and 470,000 square feet in area. Loading and parking access are provided on Roseline Street. Approximately 588 parking spaces will be provided in four underground and four podium levels. Building K shares a 16,100-square foot (0.37-acre) public courtyard terrace, located atop the parking garage, with Building J. A portion of the terrace will be reserved for private use only by residents and guests of Building J.

Under GSA Option 1, the residential GFA of Building K is decreased to 285,000 square feet. The number of parking spaces is correspondingly reduced to 356, which are provided in four underground and two podium levels. The public courtyard terrace is eliminated and replaced by a 33,500-square foot (0.77-acre) park, a portion of which will be reserved for the exclusive use of the residents and guests of Building K.

Under GSA Option 2, Building K is eliminated from the Building J block and replaces Building L.

Building L is a 22-story residential tower located in the southeastern portion of the West Land Bay the intersection of Commonwealth Street and Boone Boulevard. It will overlook parkland

across Boone Boulevard. Loading and parking access are provided on Boone Boulevard. Approximately 613 parking spaces will be provided in four underground and four podium levels. A pedestrian entrance will be provided on Boone Boulevard. Building K features a private skypark and rooftop amenities for its residents and their guests. A 3,900-square foot pocket park is provided adjacent to Building L at the southeast corner of the block. The building will be a maximum of 225 feet in height with no more than 490,000 square feet of residential use (490 units).

Under GSA Option 2, Building L is renamed Building K.

III. Phasing of Development

With 19.58 acres of land and a total of 4,367,883 square feet of development, the redevelopment of Dominion Square will likely take many years to complete. It is therefore the Applicant's intent to redevelop the Property in phases. In doing so, it is important to maintain flexibility to respond to changing market conditions. It is not possible at this time to proffer the timing of construction of the various buildings. It is possible to identify the parking, public facilities, parks, and sections of the street grid that will be built with each building and describe any interim conditions. This has been graphically portrayed in the CDP and is summarized below. The phases are identified by building number.

Phase A—Existing car dealership Buildings EX-A, EX-B, and EX-C (as identified on the CDP) and a surface parking lot will be demolished. Building A, a public skypark, and the public plaza adjacent to the Metro Station will be constructed, along with a half section of Spring Way and a full section of Dominion Street between Spring Way and Spring Hill Road. Street frontage improvements will also be made to Spring Hill Road as indicated on the Phasing Diagram.

Phase B—Existing Buildings EX-A, EX-B, EX-C, and EX-D will be demolished. Building B and a public skypark will be constructed, along with a half section of Spring Way and a full section of Roseline Street between Spring Way and Spring Hill Road. Street frontage improvements will also be made to Spring Hill Road as indicated on the Phasing Diagram.

Phase C—Existing Buildings EX-D and EX-E will be demolished. Building C and a public skypark will be constructed, along with a half section of Spring Way and a full section of Roseline Street between Spring Way and Spring Hill Road. Street frontage improvements will also be made to Spring Hill Road as indicated on the Phasing Diagram.

Phase D—Existing Building EX-E will be demolished. Building D and a public skypark will be constructed, along with a half section of Spring Way and a full section of Boone Boulevard between Spring Way and Spring Hill Road. Street frontage improvements will also be made to Spring Hill Road as indicated on the Phasing Diagram.

Phase E—Building E, a public skypark, and a temporary public park area will be constructed, along with a half section of Spring Way and a full section of Boone Boulevard between Spring Way and Spring Hill Road. Street frontage improvements will also be made to Spring Hill Road as indicated on the Phasing Diagram.

Phase F—Building F, a public skypark, and a temporary public park area will be constructed, along with a full section of Boone Boulevard as indicated on the Phasing Diagram. Street frontage improvements will also be made to Spring Hill Road as indicated on the Phasing Diagram.

Phase G (Master Plan Option)—Existing Buildings EX-F and EX-G will be demolished. Building G, a public skypark, Dominion Square, and Dominion Mews will be constructed, along with a full section of Dominion Street as indicated on the Phasing Diagram. Streetscaping improvements will also be made along Leesburg Pike as indicated on the Phasing Diagram.

Phase G (GSA Option 1)—Existing Buildings EX-F, EX-G, EX-H, and EX-I will be demolished. Building G, a public skypark, Dominion Square, and Dominion Mews will be constructed, along with a half section of Commonwealth Street and a full section of Dominion Street as indicated on the Phasing Diagram. Streetscaping improvements will also be made along Leesburg Pike as indicated on the Phasing Diagram.

Phase H—Existing Buildings EX-H and EX-I will be demolished. Building H and a public skypark will be constructed, along with a half section of Commonwealth Street as indicated on the Phasing Diagram. Streetscaping improvements will also be made along Leesburg Pike as indicated on the Phasing Diagram.

Phase I—Existing Buildings EX-H and EX-I will be demolished. Building I and a private skypark will be constructed, along with a half section of Commonwealth Street, a full section of Dominion Street, and a service street from Dominion Street as indicated on the Phasing Diagram.

Phase J (Master Plan Option)—Existing Buildings EX-G and EX-I will be demolished. Building J, a public skypark, and Dominion Mews will be constructed, along with a full section of Dominion Street and a temporary service street from Dominion Street as indicated on the Phasing Diagram.

Phase J (GSA Option 1)—Existing Buildings EX-G and EX-I will be demolished. Building J, a public skypark, and Dominion Mews will be constructed, along with a half section of Commonwealth Street, a full section of Dominion Street, and a temporary service street from Dominion Street as indicated on the Phasing Diagram.

Phase K—Existing Building EX-I will be demolished. Building K and a private skypark will be constructed, along with a half section of Commonwealth Street, a full section of Dominion Street, and a full section of Roseline Street as indicated on the Phasing Diagram.

Phase L—Building L, a public park, and a private skypark will be constructed, along with a half section of Commonwealth Street and a full section of Boone Boulevard as indicated on the Phasing Diagram.

Phase Park—A public park or alternatively, another public facility, will be constructed along with a half section of Commonwealth Street.

IV. Comprehensive Plan Guidance

The Property is located in the Tysons West 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 West - South Subdistrict recommendations. The Property is recommended for three land use categories. The Plan recommends that the majority of East Land Bay and the northern portion of the West Land Bay be redeveloped in keeping with the Transit Station Mixed Use land use category, which contemplates an office use component of no more than 65% and a residential component on the order of 20% or more. The southern portion of West Land Bay and the south eastern portion of East Land Bay are planned for Residential Mixed Use 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. The site specific recommendations, as well as the Conceptual Land Use Pattern Map, show the adjacent Dominion right of way as a park/open space area (Dominion Mews) as well as the southern portion of East Land Bay. A public facility marker off the Property, near Boone Boulevard, symbolizes an electrical substation that has been identified as a necessary public facility in the Tysons West District.

Planned intensity recommendations are based on a tiered approach. Approximately 37% of the Property is located within $\frac{1}{8}$ mile of a proposed Metro Station entrance and 60% is located between $\frac{1}{8}$ and $\frac{1}{4}$ mile of the station entrance. Sites within $\frac{1}{4}$ mile of the station are not subject to a maximum FAR. Approximately 3% of the Property is located in between $\frac{1}{4}$ and $\frac{1}{3}$ mile of the station entrance. The Plan recommends that residential uses within $\frac{1}{4}$ and $\frac{1}{3}$ mile may develop up to 2.5 FAR excluding bonuses (3.0 FAR with bonuses), but also allows flexibility to include areas immediately adjacent to the $\frac{1}{4}$ mile ring as areas not subject to a maximum FAR. Below is a table outlining the land areas and development proposed within various intensity tiers.

Intensity Tiers and FAR

Intensity Tiers	Land Area and Density Credits	Master Plan		Option 1		Option 2	
		GFA	FAR	GFA	FAR	GFA	FAR
< 1/8 mile	315,005 SF 37%	1,896,250 ²	6.02	1,745,750 ³	5.42	1,833,750 ⁴	5.82
1/8 - 1/4 mile	511,600 SF 60%	2,381,633 ⁵	4.66	2,347,133 ⁶	4.59	1,974,133 ⁷	3.86
1/4 - 1/3 mile	29,340 SF 3%	90,000 ⁸	3.06	90,000 ⁷	3.06	90,000 ⁷	3.06
TOTAL	855,945 SF	4,367,883	5.10	4,182,883	4.89	3,897,883	4.55⁹

² Includes Buildings A, B, G, H, 153,750 SF of Building I and 137,500 SF of Building J

³ Includes Buildings A, B, G, H, 153,750 SF of Building I and 72,000 SF of Building J

⁴ Includes Buildings A, B, G, H, 153,750 SF of Building I and 160,000 SF of Building J

⁵ Includes Buildings C, D, F, K, L, 330,000 SF of Building E, 51,250 SF of Building I and 137,500 SF of Building J

⁶ Includes Buildings C, D, F, K, L, 330,000 SF of Building E, 51,250 SF of Building I and 288,000 SF of Building J

⁷ Includes Buildings C, D, F, K, L, 330,000 SF of Building E, 51,250 SF of Building I and 200,000 SF of Building J

⁸ Includes 90,000 SF of Building E

The proposed rezonings and CDPs are in keeping with the intensity and land use recommendations of the Plan. The Property's maximum overall FAR is 5.10 for the Master Plan Option, 4.89 for GSA Option 1, and 4.55 for GSA Option 2. The mix as described above and set forth in the tabulations on the CDP is approximately 49% office, 46% residential, 5% hotel, and 1% retail and service uses with Master Plan Option, approximately 51% office, 43% residential, 5% hotel, and 1% retail and service uses under GSA Option 1, and approximately 55% office, 39% residential, 5% hotel, and 1% retail and service uses under GSA Option 2.

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 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	Applicant's 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 Tysons West – South Subdistrict description. The Plan calls for development of the West Land Bays a mixture of Transit Station Mixed Use, which envisions an office use component of no more than 65% and a residential component on the order of 20% or more and Residential Mixed-Use which is described as primarily residential, on the order of 75% or more. The mix is approximately 49-55% office, 39-46% residential, 5% hotel, and 1% retail and service uses depending on the option. In keeping with the Plan and Subdistrict recommendations, the greatest intensity will be concentrated closest to the Metro Station, and office uses will be the predominate use close to the station, with residential uses located further away.</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.</p>
<ul style="list-style-type: none"> • Green building expectations 	<p>The commercial structures will be designed and constructed to meet a minimum of LEED Silver certification. The 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 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</p>

	<p>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"> •Tree box filters will 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 <i>in situ</i> 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 the characteristics of the <i>in situ</i> soils. •Stormwater reuse will allow for runoff volume to be recycled into the water supply of the new buildings for allowable purposes such as gray 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 South Subdistrict guidance suggests a consolidation goal of 20 acres. The Application Property includes 4 parcels with a total land area of approximately 19.58 acres. This large area includes property in Tiers 1, 2, and 3. The size, shape and location of the 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</p>

	facilitating the redevelopment of adjacent land in keeping with the Plan, and permitting the phasing of redevelopment.
•Transportation	
°Grid of streets on and off-site	<p>The Applicant has worked with the other Tysons West District property owners to prepare a network of streets to provide accessibility and connectivity. The Applicant has also coordinated the design of the streets shown on the CDPs with the Perseus and Sunburst, the owners of property between West Land Bay and East Land Bay. The intent was to propose a grid in keeping with the Tysons vision that is both effective and practical. The grid includes construction of a new section of Boone Boulevard which will ultimately connect Gosnell Road with Westwood Corporate Center Drive and potentially to the Dulles Toll Road. Running parallel between Leesburg Pike and Boone Boulevard are two new streets called Dominion and Roseline. Commonwealth Street is another new street proposed along the southeastern edge of East Land Bay to connect Leesburg Pike and Boone Boulevard. This vastly expanded grid of streets will provide major improvements in connectivity and set the framework for a new urban form.</p>
°Vehicle trip reduction objectives	<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 uses within 1/8 mile of the Metro Station and a 30% reduction for residential 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>
°Parking management	<p>Parking management will be a principal component of the Applicant’s TDM program. The amount of parking proposed for the Property is consistent with the parking recommendations in the Plan and the PTC District regulations. The CDP provides details as to the location, access and number of spaces.</p>

	These details and the cost of parking will be described in the Applicant's TDM program.
°Phasing to transportation improvements and programs	The CDP provides several sheets setting forth the potential phasing of development to planned transportation improvements, particularly the grid of streets. The Applicant's proffers will elaborate on the phasing commitments.
°Traffic impact analysis evaluating three time periods; first phase, interim phase and plan build-out	The TIA referenced above provides the evaluation over three phases.
•Urban Design	
°Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons.	WDG Architecture, the project architects, has analyzed the Property's locational characteristics, physical attributes and challenges. It is familiar with the aesthetic vision for Tysons and the specific urban design guidance as established in the Plan. The proposed CDPs aim to create an exciting and sustainable urban form from the existing suburban landscape. Working with LandDesign, landscape architects, WDG has provided details of building forms, massing, streetscapes and the pedestrian realm, open park areas, and private amenity spaces with particular attention to the guidance in the Urban Design section of the Plan.
°A variety of buildings heights with the tallest buildings in the ranges specified by the building height map.	Twelve new buildings are proposed for the Property ranging in height from 190 to 315 feet. The tallest buildings, A and B, are located closest to the Metro Station. The proposed heights are all in keeping with the building height map.
°Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect.	Buildings have been sited to avoid canyon effects. Shadow studies have been provided in the CDP.
•Urban park standards	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 and visitors of the 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 1,530 to 2,000 dwelling units proposed are estimated to generate between 2,677 and 3,500 residents. The proposed

commercial development is estimated to result in 7,893 employees. Based on these estimates, the recommended park requirement associated with the Property ranges from 4.81 to 6.04 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 developing a vibrant and sustainable urban community. Overall, 7.41 to 8.42 acres of park area are provided, depending on the option implemented. Park space includes public parks at grade, public parks on the top of podium parking, private parks and public park improvements off-site. As an example, for the Master Plan option, 5.96 acres of park space are recommended in the Comprehensive Plan and 7.78 acres are being provided. Of the 7.78 acres, 4.56 acres are public parks at grade, 1.32 acres are public parks on the top of podium parking, 0.85 acres are in private parks and there are 1.05 acres of public park improvements provided off-site.

The Applicant proposes an approximate two acre park/public use area in the southwest corner of East Land Bay. This area is suitable for a soccer field and/or an electrical substation. In addition, the Applicant proposes to improve the Dominion right of way to create a linear park (Dominion Mews) with a multi-purpose trail. The Applicant proposes that this trail travel the length the right of way past a variety of interesting landscaping features and interpretative exhibits that will describe Tysons Corner's journey from its agrarian roots to a sustainable, urban future. The trail will originate at the park planned adjacent to the Metro Station and provide a greenway to the existing parkland south of East Land Bay. The trail will provide pedestrians and cyclists with an interesting and tranquil means of getting to the Metro Station while reminding users of the connection that exists between a modern, urban form for Tysons Corner and the natural environment. The trail can be extended to connect Tysons Corner to neighborhoods to the south across Old Courthouse

	Spring Branch. Finally, additional other public open space areas are proposed throughout Dominion Square with varying functions and character. In the West Land Bay, a temporary public park is proposed during the phasing of the residential buildings.
•Active recreation facilities	The Applicant will include active recreational facilities within its buildings, private open space areas and the public parks described above.
•Public Facilities	The Applicant is providing an extensive network of public parks as its public facility contribution. The Applicant is providing park land in excess of the urban park standards and is providing a two-acre park/public use area that could be used for a soccer field and/or an electrical substation. It also seeks to improve existing public land (the Dominion Virginia Power right-of-way) with a linear park providing needed pedestrian and cycling connectivity from communities west of Tysons to access the Metro Station. The Applicant is also proposing to create a major plaza area adjacent to the Metro Station entrance which will provide pedestrian and cycling amenities for users of the station. This will improve the usability of this important public transit facility.
•Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan.	The Applicant has worked with many of its neighbors to develop a proposed grid of streets for the South Subdistrict resulting in appropriately-sized, walk-able blocks. The Perseus and Sunburst properties, located between West Land Bay and East Land Bay, are in the process of filing rezoning applications on their properties; the Applicant is coordinating planning efforts to ensure that the grid of streets is coordinated and connected and the development is harmonious and complementary.
Tysons West South Subdistrict - Redevelopment Option Guidance Development proposals should provide for the following:	
• The vision for this subdistrict is to redevelop with significantly higher intensity near the Metro station as well as to become more diverse in land uses and incorporate an arts and entertainment focus. The intensities and land use mix should be consistent with	The highest intensities buildings are concentrated on the portion of the Property closest to the Metro Station. The FAR for the portion of the Property within 1/8 mile of the Metro Station is 5.42 to 6.02, depending on the option implemented. Between 1/8 and 1/4 mile, the proposed FAR ranges from 3.86 to

<p>the Areawide Land Use Recommendations.</p>	<p>4.66. The small area outside the ¼ mile is proposed at a 3.06 FAR. The land use mix is approximately 49-55% office, 39-46% residential, 5% hotel, and 1% retail and service uses depending on the option. So both the proposed intensities and mix if uses is consistent with the Areawide Land Use Recommendations.</p>
<p>• Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, should 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>The Property is substantial enough to provide for a grid of streets, with the development of four new connected streets to complement the existing framework and extensions of Boone Boulevard.. A comprehensive park and open space system has been developed to not only meet the needs of residents 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>o In this subdistrict, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.</p>	<p>The proposed development on 19.82 acres substantially conforms to the 20 acre consolidation goal.</p>
<p>o When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.</p>	<p>The Property includes land in the first (37%), second (60%) and third (3%) intensity tier, in keeping with Plan guidance.</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. The major vehicular circulation and access improvements in this subdistrict are the extension of Boone Boulevard and planned new ramps from the Dulles Airport Access Road connecting to Boone Boulevard. 	<p>The Applicant proposes to construct key sections of a grid of streets on the Property: Commonwealth Street, Dominion Street, Roseline Street, and Spring Way. In addition, the Applicant will construct a significant portion of the extension of Boone Boulevard, a key avenue in the subdistrict. The Applicant has also proposed a new off-site street connecting Leesburg Pike and Boone Boulevard east of the Property. Referred to as State Street, this new street will provide another access to Leesburg Pike, dispersing traffic efficiently and improving accessibility to many properties on the south side of Leesburg Pike. Wide pleasant sidewalks along the streets and through the community will invite pedestrians to walk to Metro, as well as to the uses on the properties adjacent to the Property. The Applicant has worked with its neighbors to coordinate a grid that is practical and achievable.</p>
<ul style="list-style-type: none"> • Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks, and pedestrian and bike circulation improvements should be provided, including multi-use trails along the adjacent stream valley park land. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations. 	<p>As discussed above, the Dominion Square CDP proposes the creation/construction of six new streets that will result in a series of walkable urban blocks. Pedestrian sidewalks are included along all streets, but are supplemented with a major walking/cycling trail in the Dominion right-of-way, that will bring future residents and workers of Dominion Square, as well as existing residents south of the Old Courthouse Spring Branch directly to the Tysons West Station.</p>
<ul style="list-style-type: none"> • Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations. 	<p>See response to “Urban Park Standards” above.</p>
<ul style="list-style-type: none"> • The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as 	<p>The CDP shows an interconnected series of parks and open space areas that link the Old Courthouse Spring Branch area with the Tysons West Metro</p>

<p>a pedestrian and open space amenity that links the Old Courthouse Spring Branch Stream Valley Park to the Tysons West Metro station, as well as to several urban parks; alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.</p>	<p>station. The Applicant proposes to develop a linear park within the Dominion Power easement, that will include a bicycle/walking trails, interpretive exhibits and other pedestrian oriented amenities.</p>
<ul style="list-style-type: none"> • This area should also include one planned civic plaza (urban park), at least one acre in size and located within 1/4 mile of the Metro station. This plaza should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in this area. A common green urban park of at least one acre should also be located in the subdistrict to provide active and passive recreation and leisure opportunities for residents and workers. 	<p>The Land Use Map conceptually shows a urban park/plaza adjacent to Leesburg Pike, immediately east of Spring Hill Road. This area is primarily located on the Perseus site just to the west of East Land Bay. The Applicant has coordinated with Perseus, as Perseus prepares an application on its property. A park is being planned here and the Applicant is proposing to include the Dominion right-of-way as a part of the park and also to contribute land from the East Land Bay to expand the park. It is located within 1/8 mile of the station and is large enough to host a variety of community activities.</p>
<ul style="list-style-type: none"> • For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons Central 7 District. Publicly accessible open space and recreational facilities should be provided consistent with the guidance in the Areawide Environmental Stewardship Recommendations. 	<p>The Applicant has set aside an approximate two acre site in the southern portion of the East Land Bay for public purposes. This could support a new athletic field or other needed public facility. It is well located in proximity to existing parkland and could be accessed from the proposed extension of Boone Boulevard or new Commonwealth Street. The Applicant is proposing parkland in excess of that recommended in the Comprehensive Plan.</p>
<ul style="list-style-type: none"> • When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations 	<p>Residential structures will be designed with a full complement of on-site indoor and outdoor recreational amenities. These are likely to include 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>
<ul style="list-style-type: none"> • Public facility, transportation and infrastructure analyses should be performed 	<p>The Traffic Impact Statement ("TIA") prepared by Wells + Associates, Inc. details the impacts of the</p>

<p>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>proposed development on the transportation infrastructure and identifies appropriate mitigation measures. The Applicant will also be working with County Staff to help fashion a public facilities “plan” for the Tysons West South Subdistrict. Phasing of the proposed development will generally be as identified in this statement and will be refined in the proffer commitments.</p>
<ul style="list-style-type: none"> • In addition, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place. 	<p>The Applicant has identified an approximate two acre site that could be appropriate for a major public facility such as an electric substation. It is immediately adjacent to the power line easement. The Applicant is continuing to learn more about substation requirements and will work with Dominion and County staff to determine if this is the most appropriate public use of the two acre area.</p>
<ul style="list-style-type: none"> • Under this option, building heights may range from 105 feet to 400 feet, depending upon 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 where building height is planned up to 400 feet. Building heights (generally between 1/8 and 1/4 mile from the Metro station) should be between 150 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, with areas along Route 7 to the south at 175 feet and areas at the western edge of the subdistrict having heights up to 105 feet. The exception is the 	<p>Twelve new buildings are proposed for the Property ranging in height from 190 to 315 feet. The tallest buildings, A (315 feet) and B (265 feet), are located closest to the Metro Station in the area recommended for building heights of up to 400 feet. The other ten buildings do not exceed 225 feet in height and are consistent with the building height map.</p>

<p>Tysons Sheraton Hotel, which is a gateway landmark at 215 feet in height; Property abutting to the east and south should not have buildings exceeding 150 feet in order to maintain this building as an existing gateway to Tysons Corner. Building heights should be consistent with the guidelines in the Areawide Urban Design Recommendations.</p>	
<ul style="list-style-type: none"> • Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road. 	<p>The Property is not situated adjacent to the Toll Road.</p>

IV. Requested Waivers and Modifications

To the best of our knowledge, there are no known hazardous or toxic materials on the Property, or 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 Waivers and 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.
2. Modification of the interior 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.
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, Dominion Square. These designs closely follow the streetscape sections set forth in the Comprehensive Plan, but the unique circumstances of certain areas will require minor modifications as depicted on the CDP.
4. Waiver and/or modification of all trails and bike trails in favor of the streetscape and on-road bike trail system shown with the CDP application.

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 ft. 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. Waiver of the service drive requirement along Leesburg Pike (Route 7).
7. Modification of Zoning Ordinance Section 17-201 Paragraph (3) to not provide additional inter-parcel connections to adjoining properties other than those specifically identified on the CDP.
8. Modification of Zoning Ordinance Section 17-201 Paragraph (4) to not require any further dedication, construction or widening of existing streets 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. Modification of the Zoning Ordinance, Section 2-506. 1(A) and (C) 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. Public Facilities Manual (PFM) Modifications

1. In keeping with the urban concept of this development, a modification of Public Facilities Manual (“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 with the CDP application and as provided for in the proffers. Structural soils will be implemented to enhance survivability of the trees subject to the modification request. Refer to the typical street sections for the graphic planting plan
2. Modification of Section 7-0802.2 of the PFM and Section 11-102 Paragraph (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. Modification of Section 7-0802.2 of the PFM and Section 11-102 Paragraph (12) of the Zoning Ordinance to allow tandem spaces with valet service for non-residential parking. Such stacked spaces, in accordance with Section 11-107

Paragraph (1) may be counted toward required parking specified in the Zoning Ordinance

4. Waiver to allow Storm Water 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. 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 Area wide 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 with the CDP application.
6. 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 with the CDP application.

The proposed rezoning of the Property will help to implement the vision of the new Comprehensive Plan for the Tysons West District. Its unique location adjacent to the Metro station makes it an important element of Tysons’ transformation from a suburban, car-dependent place to an exciting, pedestrian-friendly realm where more people will use the Metro and the sidewalks to meet their daily travel needs. With a connected street network, pleasant walkable blocks, major additions to Tysons’ parks and open space system, innovative stormwater management, sustainable buildings, and workforce housing opportunities, Dominion Square will be a vibrant new mixed use neighborhood in Tysons and will make the most of the major public investment in the new Metro Silver Line.

Thank you for your attention to this matter. Should you require any additional information, please call me.

Very truly yours,

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

A handwritten signature in cursive script that reads "Elizabeth D. Baker".

Elizabeth D. Baker
Senior Land Use Planner