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Department of Planning & Zoning
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Zoning Evaluation Division

**MR Commons LLC
The Commons
Statement of Justification**

June 6, 2011

I. Introduction

MR Commons LLC (the “Applicant”) is the owner of 20.96 acres of land identified on the Fairfax County Tax Map as 30-3 ((28)) 5, 6, 8 and B4 (the “Property”). The Property is currently developed with twelve low-rise garden apartment buildings containing a total of 331 rental units and is known as The Commons. This rezoning and Conceptual Development Plan (CDP) application (the “Application”) proposes to rezone the Property from the Residential, Twenty Dwelling Units/Acre (R-20), Community Retail Commercial (C-6), and Highway Corridor Overlay (HC) Districts to the Planned Tysons Corner (PTC) and HC Districts. The Applicant seeks to transform the Property into an exciting transit-oriented residential community near the Tysons East Metro Station that features a pedestrian friendly, urban design and enhances the Property’s open space areas.

The Applicant proposes two alternative development options for The Commons. Option 1 represents a full redevelopment of the Property with the construction of seven new high-rise residential buildings and two large public parks. Option 2 also entails construction of the seven new buildings, but also preserves an existing, 55-unit building and related surface parking on the eastern portion of the site. The preserved building and surface parking would result in a reduction in the size of the public park that is planned for the eastern portion of the Property.

II. Application Property Area

The Property is located to the east of the proposed southern entrance to the Tysons East Metro Station (the “Metro Station”) currently under construction along Chain Bridge Road. Bisected by Anderson Road, the Property is bordered by The Commons Shopping Center to the southeast and the MITRE office campus to the southwest. Existing townhouse and multi-family residential developments are located to the northwest of the Property. As part of a well-established residential district, the Property provides an unparalleled opportunity to greatly expand the housing options near the Metro Station and to provide significant park and open space features.

Consisting of four individual tax parcels, the Property has a total land area of 20.96 acres. The existing conditions are outlined in the following chart:

Tax Map ID	Zoning	Land Area (acres)	Existing Use
30-3 ((28)) 5	R-20	9.6341	Residential
30-3 ((28)) 6	R-20	8.4586	Residential
30-3 ((28)) 8	R-20	2.0787	Residential
30-3 ((28)) B4	C-6	0.7927	Colshire Drive

Of the 20.96 acres, approximately 6.43 acres are located within ¼ mile of the Metro Station's southern entrance. Approximately 10.01 acres are located within ⅓ mile of the station entrance, and the remaining 4.52 acres are all located within ½ mile of the station entrance.

III. Overall Vision

The planning vision for The Commons seeks to transform a late 1960s/early 1970s-era suburban garden apartment development into a transit-oriented, pedestrian-friendly residential neighborhood with a rich selection of parks and open space areas. With the Metro Station nearby, The Commons will promote transit, cycling and walking as viable alternatives to the car. Together with nearby office development to the west and the existing adjacent Commons Shopping Center which includes a new Safeway grocery store, The Commons will be a pivotal part of a larger mixed use neighborhood with walkable blocks, lively streetscapes, and wonderful open space areas and active recreation opportunities.

The urban plan for The Commons places the development of the proposed residential buildings closest to the Metro Station to provide for maximum connectivity for residents and visitors. The Commons' existing low-rise, low-density buildings and multiple surface parking lots will be replaced with high-rise residential buildings and structured parking that will make better use of the Property's land area and help transform Tysons Corner from suburb to city. A tree-lined promenade connects the residential buildings to a large, 4.09 acre proposed public park ("Anderson Park") on the north side of Anderson Road, which could provide for a variety of active and passive recreational opportunities such as a large fountain, two dog parks, multiple play areas for various age ranges, and volleyball and basketball courts. A multi-purpose path for pedestrians and bicyclists runs through the park adjacent to Anderson Road that will provide a pleasant alternative to a bike lane in the road right of way itself. Under Option 1, another large, 3.24 acre proposed public park ("Park Commons") is located to the south of Anderson Road at that street's intersection with Colshire Drive. This park could provide for a variety of activities, including a potential youth soccer field. As an optional development scenario referred to as Option 2, an existing apartment building and related surface parking in the southern portion of the Property is retained. In doing so, Park Commons is reduced in size to 1.85 acres, and the athletic field is eliminated. The specific programming and features for both parks will be provided at the time of Final Development Plan (FDP) approval. These large parks are supplemented by a variety of smaller publicly accessible park and plaza spaces that bring the total "public park" space area to 8.59 acres. Additional private park areas on the Property bring the total park space figure to 11.16 acres, which is more than half the area of the Property.

Connectivity, for both pedestrians and vehicles, is a key element of The Commons plan. The Commons is designed around the existing street network but also expands that network to create an interconnected series of pedestrian-scaled and pedestrian-friendly streets and walkways. A new section of Colshire Meadow Drive will be created to connect Anderson Road with an extended Dartford Drive that will run along the Property's southwest boundary. Colshire

Meadow will align with the existing travelway on the northwest side of the Property. Additionally, four new internal streets will provide circulation within the Property. The primary street will be Main Street, a pair of one-way streets divided by a large median that will be landscaped and planted with trees to provide both shade and tranquility to the center of The Commons. Main Street will connect the western part of the Property closest to the Metro Station with Anderson Road and Anderson Park. East Lane will run through the southwestern portion of the Property to provide another connection between Dartford Drive and Colshire Drive. South Street will originate at East Lane and run along Park Commons to intersect with Center Lane and Anderson Road. Center Lane is designed as a service street providing access to parking garages, loading and trash facilities. Center Lane, will originate at Colshire Meadow Drive and cut diagonally through the Property to its terminus at Park Commons. All of these streets will encourage residents and visitors to explore The Commons and will feature wide, tree-lined sidewalks.

IV. Program of Development

The Commons has the potential to be dramatically transformed from a 1960s era, low-intensity garden apartment complex into a vibrant urban community. The Applicant's CDP proposes two options. Under Option 1, all twelve buildings currently located on the Property would be removed to permit redevelopment with seven new residential buildings. Because guidance in the Comprehensive Plan suggests that elements of the existing residential building on the Property *should be considered* for preservation, Option 2 maintains one of the existing apartment buildings and related surface parking on the block that includes Park Commons. 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 The Commons.

Option 1 provides for a maximum of 2,552,800 gross square feet ("GSF") of residential use, or approximately 2,504 dwelling units over the seven blocks for an overall floor area ratio ("FAR") of 2.80. Option 2 includes the preservation of one residential building and provides for a maximum of 2,617,600 GSF, or approximately 2,559 dwelling units, at an FAR of 2.87.

Specific details are provided on the CDP, but the general program for each building is described below.

Building 1 is located in the northwestern portion of the Property, immediately adjacent to the intersection of Colshire Meadow Drive and Anderson Road. The building will be bounded on the southwest by Center Lane and on the southeast by Main Street. Parking will be located both underground and in a two level podium wrapped with residential uses. Access to parking and loading will be from Center Lane. On the upper levels above the parking garage, a private courtyard terrace approximately 10,221 square feet in area will be provided for the residents. On the rooftop, a private roof deck approximately 6,385 square feet in area will be provided, which will include a swimming pool as well as seating/dining/lounging opportunities. The building

will be a maximum of 135 feet in height (13 stories) and will be approximately 330,000 gross square feet with an estimated 324 dwelling units.

Building 2 is located to the southwest of Building 1 on the southern side of Center Lane. Building 2 will be an 18-story residential tower with loading and underground/podium parking accessed from Center Lane. A private landscaped courtyard of approximately 8,788 square feet will be provided atop the parking garage. On the rooftop, a private 5,328 square foot roof deck will provide space for a swimming pool as well as seating/dining/lounging opportunities. The building will be a maximum of 185 feet in height with approximately 396 dwelling units.

Building 3 is located at the intersection of Anderson Road and Main Street. It will be approximately 277,500 gross square feet in size and 13 stories. Loading and underground/podium parking access provided on Center Lane. On its upper levels above the parking garage, Building 3 will share a large private courtyard terrace approximately 25,889 square feet in size with Building 4. The building will be a maximum of 135 feet in height with an estimated 272 dwelling units.

Building 4 is adjacent to Building 3 and is located at the intersection of Anderson Road and South Street. Like Building 3, it will be 13 stories high with loading and underground/podium parking access provided on Center Lane. On its upper levels above the parking garage, Building 4 will share a large private courtyard terrace approximately 25,889 square feet in size with Building 3. On the rooftop, Building 4 will include an 8,425 square foot roof deck that will include a swimming pool and that will serve the residents of both Building 4 and Building 3. Approximately 260,800 gross square feet in size, Building 4 will be a maximum of 135 feet in height and will house approximately 256 dwelling units.

Building 5 is located to the south of Buildings 3 and 4 between Main Street and South Street. It will be 18 stories high with loading and underground/podium parking access provided on Center Lane. A private landscaped courtyard of approximately 9,010 square feet will be provided for atop the parking garage. In addition, a private 8,061 square foot roof deck will include a swimming pool and passive recreational opportunities. The building will be a maximum of 185 feet in height with an estimated 452 dwelling units.

Building 6 is located on the southwestern portion of the Property between East Lane and Dartford Drive. Given its location near the Metro Station, it will be the tallest building located at The Commons at 23 stories. Loading and underground/podium parking access will be provided from Dartford Drive. On the level above the parking garage, an approximate 8,920 square foot private terrace will offer passive recreational space for residents. In addition, a private 3,975 square foot rooftop deck will include a swimming pool and seating/dining/lounging opportunities. The building will be a maximum of 235 feet in height, approximately 499,300 gross square feet, and house an estimated 490 dwelling units. An amenity rich public plaza will connect Building 6 to Building 7 as one integrated block.

Building 7 is located on the southern portion of the Property at the intersection of East Lane and Dartford Drive. It will look over Park Commons. As with Building 6, loading and underground/podium parking access will be provided off of Dartford Drive. A private courtyard terrace of approximately 7,591 square feet will be provided for the residents above the parking garage. In addition, a private 9,181 square foot deck on the rooftop will be providing space for a swimming pool as well as dining/lounging opportunities. The building will be a maximum of 135 feet in height with an estimated 314 dwelling units.

Building 8 is the existing 3-story apartment building located parallel with Colshire Drive. This building would be preserved under Option 2. It consists of 55 multi-family units and is served by an existing surface parking lot with access from Colshire Drive. Should this Option be implemented, all of the units in this building would be specified as workforce housing units.

V. Phasing of Development

With 20.96 acres of land and 2,553,000 to 2,618,000 square feet of residential uses, the redevelopment of The Commons will likely take many years, or even decades, to complete. It is the Applicant's intent to continue to operate the existing apartment complex and to redevelop the property in sections. In doing so, it is important to maintain 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. It is possible to identify the parking, public facilities, parks, and sections of the street grid that will be built with each building. This has been graphically portrayed in the CDP and is summarized below. The phases are identified by building number.

Phase 1 will include the construction of Building 1 at the corner of Anderson Road and Colshire Meadow Road. This will require the demolition of existing Buildings A and E. With this phase, the Applicant proposes to:

- Close the Anderson Road entrance to the parking lot serving existing Building F;
- Reconfigure parking lots for existing Buildings B, D and F;
- Reconstruct the median on Anderson Road;
- Construct a half section of Main Street;
- Construct the full section of Center Lane with a sidewalk on the north side only;
- Reserve or dedicate right-of-way for Colshire Meadow Drive;
- Provide streetscaping along the frontages of Anderson Road, Main Street and Center Lane; and
- Construct on-site interior, rooftop and courtyard amenities.

Phase 2 will include the demolition of existing Buildings A, B, D and E and the construction of Building 2. With this phase, the Applicant proposes to:

- Close the Anderson Road entrance to the parking lot serving existing Building F and reconfigure the lot;
- Reconstruct the median on Anderson Road;
- Construct a half section of Main Street;
- Construct the full section of Center Lane;
- Reserve or dedicate right-of-way along Colshire Meadow Drive and Dartford Drive;
- Provide streetscaping along the frontages of Main Street, Center Lane and future East Lane; and
- Construct on-site interior, rooftop and courtyard amenities.

Phase 3 will include the construction of Building 3 and half of the courtyard terrace it shares with Building 4. It will require the demolition of Buildings E and F. With Phase 3, the Applicant proposes to:

- Close the existing entrance on Anderson Road and reconstruct the median on Anderson Road to accommodate the new entrance;
- Reconfigure access to the parking lot serving existing Buildings A, B and D;
- Construct a half section of Main Street;
- Construct a full section of Center Lane along the Building 3 frontage;
- Provide streetscaping along frontage of Anderson Road, Center Lane and Main Street; and
- Construct on-site interior and rooftop amenities and interim improvements to the courtyard.

Phase 4 will include the demolition of Buildings F and G and the construction of Building 4 and half of the courtyard terrace it shares with Building 3. With this phase, the Applicant proposes to:

- Close the existing entrance to the parking lot serving existing Building G and construct a new entrance for South Street on Anderson Road;
- Construct a full section of South Street;
- Construct a full section of Center Lane;
- Provide streetscaping along frontages of Anderson Road, South Street and Center Lane; and
- Construct on-site interior and rooftop amenities and interim improvements to the courtyard.

Phase 5 will include the construction of Building 5 and will require the demolition of Buildings D, E and F. With construction of Building 5, the Applicant proposes to:

- Close the existing entrance on Anderson Road to parking lot serving Building F and construct the new entrance for Main Street;
- Reconstruct the median on Anderson Road;
- Reconfigure access to the existing parking serving Buildings A & B;
- Reconfigure the parking areas serving Building I;
- Construct a half section of Main Street;
- Construct a full section of Center Lane;
- Provide streetscaping along Main Street and Center Lane frontages; and
- Construct on-site interior, rooftop and courtyard amenities.

Phase 6 will include the demolition of Buildings C, D and I, and the construction of Building 6. With this phase, the Applicant proposes to:

- Reconfigure the parking lot serving Building H;
- Dedicate/reserve right-of-way for Dartford Drive;
- Construct a partial section of Dartford Drive;
- Construct a full section of East Lane to the southern end of Building 6;
- Provide streetscaping along Dartford Drive and East Lane;
- Construct on-site interior, rooftop and courtyard amenities; and
- Construct public plaza/parks immediately north and south of building.

Phase 7 will include the construction of Building 7 at the intersection of Colshire Drive and Dartford Drive. Existing Building I will be demolished. In addition, the Applicant proposes to:

- Reconfigure the parking area serving Building H;
- Provide an interim drive aisle on north side of Building 7 to access garage entrance;
- Reserve/dedicate right-of-way for Colshire Drive and Dartford Drive;
- Construct a full section of East Lane;
- Construct a partial section on Dartford Drive;
- Provide streetscape along the frontages of Dartford Drive, East Lane and Colshire Drive; and
- Construct on-site interior, rooftop and courtyard amenities.

Anderson Park Phase will include the demolition of Buildings K, L and M to accommodate development of Anderson Park. With the construction of park improvements including both passive and active recreational facilities, the Applicant will also provide streetscaping along Anderson Road and Chain Bridge Road.

Commons Park Phase will include the development of Commons Park and necessitate the demolition of Buildings G, H and J. With this phase, the Applicant proposes to:

- Reconfigure the parking lot serving Building I; and
- Provide streetscaping along the frontages of Anderson Road, Colshire Drive, and future South Street and East Lane.

VI. Comprehensive Plan Guidance

The Property is located in the Tysons East 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 East - Anderson Subdistrict recommendations. The Plan recommends that the Property be redeveloped in keeping with the Residential Mixed-Use land use category which is described as primarily residential, on the order of 75% or more. The site specific recommendations, as well as the Conceptual Land Use Pattern Map, show a Common Green type urban park in the Anderson Subdistrict and a four acre recreation-focused park between Anderson Road and the Hunting Ridge neighborhood.

Planned intensity recommendations are based on a tiered approach. Approximately 31% of the Property is located in Tier 2 within ¼ mile of a proposed Metro Station entrance. Sites within Tiers 1 and 2 are not subject to a maximum FAR. Approximately 48% of the 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 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. Approximately 21% of the Property is located in Tier 4, between ½ and ¾ mile of the station entrance. The Plan recommends that redevelopment in Tier 4 be limited to an intensity of 2.0 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 Option 1 [1]	GFA Option 2 [2]	FAR Option 1	FAR Option2
2 1/8 - 1/4 mile	280,019 SF (31%)	1,233,500	1,233,500	4.58	4.58
3 1/4 - 1/3 mile	436,165 SF (48%)	1,319,300	1,351,700	2.91	2.99
4 1/3 - 1/2 mile	197,012 SF (21%)	0	32,400	0	0.16
TOTAL	913,196 SF	2,552,800	2,617,600	2.80	2.87

[1] Buildings 1, 2, 6 and 49,700 GSF of Building 5 are located in Tier 2. Buildings 3, 4, 7 and 411,400 GSF of Building 5 are located in Tier 3.

[2]Under Option 2, 32,400 GSF of Building 8 are located within Tier 3 and 32,400 GSF are located in Tier 4.

The proposed rezoning and CDP are in keeping with the intensity recommendations of the Plan. The Property’s maximum overall FAR of 2.80 for Option 1 and 2.87 for Option 2 consists exclusively of residential uses.

The Applicant proposes to provide Workforce Dwelling Units (WDUs) as recommended in the Plan and detailed in the Board of Supervisors’ Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. As shown in the chart below, it is estimated that between 458 and 468 WDUs will be provided. In keeping with the Plan guidance, land outside the ¼ mile radius from the Metro Station is entitled to a 20% bonus. This amounts to 211,600 square feet under Option 1 and 222,400 square feet under Option 2.

WDU Calculations and Bonus

	Intensity Tier	Estimated Dwelling Units	Workforce Dwelling Units	GFA	Portion of GFA associated with WDU Bonus
Option 1	Tier 2 1/8 - 1/4 mile	1,255 --	251 (20%)	1,283,200 --	0 --
	Tier 3 1/4 - 1/3 mile	1,249 --	207 (16.6%)	1,269,600 --	211,600 (20%)
Total Option 1		2,504	458	2,552,800	211,600
Option 2	Tier 2 1/8 - 1/4 mile	1,255 --	251 (20%)	1,283,200 --	0
	Tiers 3 & 4 > 1/4 mile	1,304 --	217 (16.6%)	1,334,400 --	222,400 (20%)
Total Option 2		2,559	468	2,617,600	222,400

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 residential use is in keeping with overall guidance in the Land Use section and the Anderson Subdistrict description. The Plan calls for development of the Property as Residential Mixed-Use which is described as primarily residential, on the order of 75% or more. Although no retail use is included in this proposal, the new Safeway shopping center that borders the Property to the southeast makes the area a true mixed use community. In keeping with the Plan and Subdistrict recommendations, the greatest intensity will be concentrated closest to the Metro Station.</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 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 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</p>

	<p>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 Anderson Subdistrict guidance suggests a consolidation goal of 20 acres. The Application Property includes 4 parcels with a total land area of approximately 20.96 acres. This large area includes property in Tiers 2, 3 and 4. 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 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 Applicant has worked with the other Tysons</p>

	<p>East District property owners 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 grid includes an extension of Colshire Meadow Drive across the Property to connect with Anderson Road and Chain Bridge Road. Dartford Drive will also be extended along the southwestern edge of the Property to connect Colshire Drive to the new portion of Colshire Meadow Drive. Four new streets will also be constructed within the Property to further improve connectivity and circulation. These streets are referred to on the plans as Center Street, Main Street, East Lane, and South Street. The Applicant's commitment to the grid of streets will provide major improvements in connectivity and set the framework for a new urban form.</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 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>
<p>°Parking management</p>	<p>Parking management is critical to the success of a 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. These details and the cost of parking will be described in the Applicant's 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 Applicant's 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>°Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons.</p>	<p>WDG Architecture, the project architects, have studied the 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. Working with ParkerRodriguez, Inc., 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.</p>
<p>°A variety of buildings heights with the tallest buildings in the ranges specified by the building height map.</p>	<p>Seven new residential buildings are proposed for the Property. They range in height from 135 to 235 feet. The three tallest buildings, at 23, 18, and 18 stories, respectively, are located closest to the Metro Station. The proposed heights are all in keeping with the building height map in the Plan.</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 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 2,504 dwelling units proposed with Option 1 are estimated to generate 4,257 residents. The 2,559 units proposed with Option 2 generate an estimated 4,351 residents. Based on these estimates, the recommended park area for the Property is 6.39 acres (Option 1) to 6.53 acres (Option 2). 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, 8.59 acres of public park area are provided under Option 1, and</p>

	<p>7.21 acres are being provided under Option 2. An additional 2.57 acres of private park space is being provided under either option. The Applicant proposes a large, 3.24-acre public park, Park Commons, in the southeast corner of the site at the intersection of Anderson Road and Colshire Drive. Most of Park Commons is comprised of an expansive great lawn, which is large enough for a full U-11 or U-13 soccer field and is completely flat to facilitate other ball fields, unstructured play, touch football, kite flying, picnics, sunning and large scale community events. An alternative park layout, which does not accommodate a soccer field, is shown on the plans for Option 2 which envisions preservation of an existing building and surface parking on this block.</p> <p>A second large park, Anderson Park, occupies all of the Property's land area north of Anderson Road. Anderson Park could feature a small water pond area adjacent to the intersection of Anderson Road and South Street. This portion of Anderson Park focuses on teenagers and includes two grass volleyball courts, two basketball courts with adjustable height baskets, an electronic teen games lot and a parking lot for the public. The teen game lot could have play structures for teenage "lounging" and electronic equipment games that require physical exertion, sharpen reaction times, balancing, coordination and cognitive skills. The parallel parking on Armstrong Avenue has been eliminated in this area to allow for the preservation of the beautiful shade trees on this side of the boulevard. The street bike lane, fittingly, has been routed up into the park along the full length of Anderson Park to permit preservation of existing trees further west on Anderson.</p> <p>The next feature in the park is a 300 foot long fenced dog park and doggie obstacle course for nearby residents to exercise their pets. West of that would be a second larger fenced playground for six to twelve year olds. The play equipment here will be specifically designed for older children.</p>
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	<p>A large public plaza area between Buildings 6 and 7 is the central gathering spot for residents and visitors to The Commons and is located on one of the highest points on the site. The centerpiece of the plaza could be a water cascade feature back-dropped by pine and deciduous mixed forest that would screen the existing four-story parking garage located behind the plaza on adjacent property. The cascading falls through several pools will provide an animated background for a large central plaza framed by two large trellised shade structures; one of which will protect a stage for weekend performances and seasonal special events. The raised stage will also be programmed as an outdoor classroom area for the residents with yoga, aerobics and dance classes among other uses.</p> <p>The second trellis on the opposite side of the plaza could provide a sheltered outdoor “family room” for the community. It will become a “third place” for residents and visitors alike to meet, lounge, play cards and board games and watch the Nationals, Wizards, Capitals and Redskins on the wide screen televisions or huddle around the outdoor fireplace. It is envisioned that the community family room will be furnished with large exterior lounge chairs and sofas, but all of the park areas will be detailed during FDP review and approval.</p> <p>Two smaller, but versatile public plazas are provided on either side of East Lane at its intersection with Dartford Drive. These plaza areas close to the Metro Station will provide a natural meeting area for Metro riders in an urban hardscape environment that will provide a nice transition between the Metro and the leafy landscape of The Commons.</p>
<ul style="list-style-type: none"> •Active recreation facilities 	<p>The Applicant will include active recreational facilities within its buildings, private open space areas and the public parks described above.</p>
<ul style="list-style-type: none"> •Public Facilities 	<p>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</p>

	<p>urban park standards and is providing an athletic field. The Plan recommendation is to provide an athletic field for 4.5 million square feet of new mixed use development. The Applicant’s proposal is for approximately 2.6 million square feet, or 2 million square feet of net new development.</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 Applicant has worked with its neighbors to develop a proposed grid of streets for the Anderson Subdistrict resulting in appropriately-sized, walk-able blocks. Neighbors to the west and north have filed, or are in the process of filing, rezoning applications on their properties. Properties to the south and east are not planned for increases in intensity and are thus in conformance with the Plan.</p>
<p>Anderson Subdistrict - Redevelopment Option Guidance Development proposals should provide for the following:</p>	
<p>•The vision for the Anderson Subdistrict is to redevelop into an urban residential neighborhood with the highest intensity oriented to the Metro station. Also, the portions of the subdistrict closest to the Metro station should have more diversity in land uses, which may include hotel, office and support retail uses in addition to high intensity residential use. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.</p>	<p>As previously described in Major Elements of the Plan, The Commons is planned as an urban residential neighborhood. Residents will benefit from the adjacent shopping center, which currently includes a new Safeway grocery store and Starbucks. 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 ¼ mile of the Metro Station is 4.40. Between ¼ and ½ mile, the proposed FAR is 3.02 to 3.09. Outside the ½ mile, there is no proposed development under Option 1 and preservation of one building with a FAR of 0.16 under Option 2.</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</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 Dartford Drive and Colshire Meadow Drive. 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</p>

<p>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>and amenities can be developed systematically over time.</p>
<p>○ In these subdistricts, 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 20.96 acres exceeds the 20 acre consolidation goal.</p>
<p>● 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 and how it will connect to the abutting districts/subdistricts through the provision of the grid of streets.</p>	<p>The Applicant proposes to construct key sections of a grid of streets on the Property: Center Street, Main Street, East Lane, and South Street. In addition, the Applicant will construct portions of Dartford Drive and Colshire Meadow Drive. 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 will work for all.</p>
<p>○ In the Anderson Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road. Redevelopment along this planned alignment should provide right-of-way and contribute toward street construction.</p>	<p>The Applicant's plans provide for the extension of Colshire Meadow Drive to Chain Bridge Road. The Applicant will provide right-of-way and contribute to construction.</p>
<p>● For both subdistricts, other connecting local streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Urban Design and Transportation recommendations.</p>	<p>The Applicant proposes to construct key sections of a grid of streets on the Property: Center Street, Main Street, East Lane, and South Street. In addition, the Applicant will construct portions of Dartford Drive and Colshire Meadow Drive. 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. A bicycle and pedestrian path is provided through the full length of Anderson Park. In addition, a 5' wide bicycle lane is provided on the other side of Anderson Road adjacent to the south</p>

	<p>bound travel lane. Bike lanes are also provided in both directions on Main Street.</p>
<p>•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 Areawide Environmental Stewardship Recommendations.</p>	<p>See response to “Urban Park Standards” above.</p>
<p>○ In the Anderson Subdistrict, there are several opportunities to provide notable open space amenities. Redevelopment proposals should be designed in a manner to provide these open space amenities and/or contribute to improvements to open space elsewhere within the District or the abutting East Side District. A four acre recreation-focused urban park should be provided between Anderson Road and the Hunting Ridge neighborhood to serve the recreation and leisure needs of future residents and workers. Facilities should include one or two athletic fields as well as consideration of providing relatively small-footprint facilities such as sport courts, playground features, skate parks or splash pads.</p>	<p>Anderson Park is provided in full satisfaction of the four acre urban park recommended in the Plan. This park includes, in addition to play areas and dog parks, two volleyball courts and two basketball courts. Park Commons provides another major park with the potential for a youth soccer field and other active recreational opportunities. Additional plazas and park areas are found throughout the Property.</p>
<p>•When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated under the Land Use guidelines. However, if the portion of the McLean Commons within the Anderson Subdistrict is to redevelop, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan). Selected elements of the 1960s sections of The Commons garden apartments (Tax Map 30-3((28)) 5 and 6) should be considered for</p>	<p>In addition to the abundant public recreational opportunities that are provided, private recreational amenities are provided for each building to serve the residents of The Commons. These amenities could include a private roof deck and private courtyard terrace for each of Buildings 1, 2, 5, 6, and 7. Buildings 3 and 4 will share a large courtyard terrace located between the two buildings over the parking garage and a roof deck located on top of Building 4. These amenities will be detailed in future Final Development Plans.</p> <p>Approximately 458-468 affordable/workforce housing units will be provided on-site in compliance with the Plan recommendations. This represents a dramatic increase over the existing development, which actually has very few units that qualify as</p>

<p>preservation, incorporation into new development, and evaluation for inclusion in the Inventory of Historic Sites. The county's Heritage Resource Management Plan recognizes this resource type and provides for its registration and protection. The preserved areas should show both the architecture and the contextual spatial design of the period.</p>	<p>affordable.</p> <p>With its numerous park and open space areas, pedestrian- and bike-friendly layout, and grid of streets, The Commons will positively impact the environment and help relieve pressure on Tysons' strained transportation system.</p> <p>WDG and the Applicant have carefully evaluated the architecture of the existing structures, which have a suburban-style layout and rely solely on surface parking lots, and have determined that they do not merit preservation. Further, the benefits of preserving any of the existing structures are greatly outweighed by the positive impacts of full redevelopment intended to maximize Metro ridership, walkability, and quality parks and open space amenities. The Applicant believes the best course of action is to document the existing development in photographs and narrative and make that documentation available to the County for its records. Nevertheless, the Applicant has provided an alternative development option (Option2) that preserves existing Building J. Building J is referred as Building 8 in the development tabulations on the CDP, is approximately 65,200 GSF and includes 55 dwelling units. It is located in the southern portion of the Property near Colshire Drive. This building was selected for preservation because a) it is in keeping with the Plan's stated goal to have the highest intensities closest to the Metro Station, with intensities decreasing with distance from the Metro Station; b) it provides a natural transition in height at the edge of the property; c) its existing surface parking can be kept in tact; and d) it is in an area with significant mature trees that can be preserved with the building. However, Option 2 will have serious impacts on the character and size of Park Commons. In particular, it will preclude the possibility of providing a soccer field.</p>
<p>•Public facility, transportation and infrastructure analyses should be performed in conjunction with any development</p>	<p>The Traffic Impact Statement ("TIA") prepared by Wells + Associates, Inc. details the impacts of the proposed development on the transportation</p>

<p>application. The results of these analyses should identify necessary 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>infrastructure and identifies appropriate mitigation measures.</p>
<p>• Building heights in these subdistricts range from 75 feet to 400 feet, depending upon location as described below, and conceptually shown on the building height map in the Urban Design chapter. 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>The building height map in the Comprehensive Plan shows the Property falling into three different height tiers. The northeastern portion of the Property closest to the Metro Station is located in Tier 2 with a maximum building height of 175 – 225 feet. The remainder of the Property south of Anderson Road is within Tier 4 with a maximum building height of 75 – 130 feet. Property north of Anderson Road is within Tier 6 with a maximum height of 35 -50 feet.</p> <p>Seven new buildings are proposed at The Commons. They range in height from 135 feet for Buildings 1, 3, 4, and 7, 185 feet for Buildings 2 and 5 up to 235 feet for Building 6. The proposed heights are in keeping with the conceptual building height map, with a few exceptions. Buildings 3, 6, and 7 will all be 13 stories or approximately 135 feet in height. They will therefore exceed the maximum recommended height of 130 feet by 5 feet. At 235 feet, Building 6 will exceed the maximum permitted height of 225 feet by 10 feet. These minor deviations in height are justified due to the fact that each of the buildings include workforce housing units and the Comprehensive Plan provides height flexibility to accommodate the provision of affordable and/or workforce housing.</p>
<p>○ The lowest building heights in the Anderson Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Abutting the Hunting Ridge</p>	<p>The buildings at The Commons taper down in height as they get further from the Metro Station and closer to the existing residential neighborhoods to the east of Anderson Road. This provides an appropriate transition between the high-density buildings at The</p>

<p>neighborhood, the maximum height is 75 feet. Abutting the remainder of the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District. The areas closest to the Metro station have building heights up to 400 feet.</p>	<p>Commons and the lower-density residential buildings located in the East Side District. This transition is further aided by the building-free presence of Anderson Park and Community Park.</p>
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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 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 Waivers

1. Waiver of the transitional yard screening and barrier requirements pursuant to Zoning Ordinance Section 13-305 Paragraphs (1) and (6) between the multi-family residential uses and office/commercial uses within the development.
2. Pursuant to Paragraph 11 Section 13-305 of the Zoning Ordinance, a modification of transitional screening and waiver of barrier requirements is requested along the northern property line zoned PDH 12 and R-1
3. 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.
4. Modification of the Tysons Corner Urban Center streetscape design in favor of that shown with the CDP application.
5. 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.
6. Pursuant to Section 11-201, Paragraph (4) and Section 11-203 of the Zoning Ordinance, a modification of the loading space requirements for multi-family dwelling units in favor of what is shown with the CDP application.
7. Pursuant to Paragraph (5) of Section 11-102 of the Zoning Ordinance, a modification of the parking requirements to that shown with the CDP application when within an area in proximity to a mass transit station.

8. The applicant requests a 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. 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.
10. The Applicant requests a 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 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 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. The Applicant requests 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 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.
4. The Applicant requests 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 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.

5. The applicant requests 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 with the CDP application.

The proposed rezoning of the Property will help to implement the vision of the new Comprehensive Plan for the Tysons East District. It represents an important piece 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, The Commons will be a model residential neighborhood in Tysons and will make the most of the major public investment in the new Metro Silver Line.



Elizabeth D. Baker, Senior Land Use Coordinator
June 6, 2011