

**RZ 2011-PR-000
GREENSBORO PARK PLACE
STATEMENT OF JUSTIFICATION**

November 22, 2011

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Department of Planning & Zoning
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I. INTRODUCTION

Greensboro Park Property Owner LLC (the "Applicant") is the owner of two properties located at 8180 Greensboro Drive and 8200 Greensboro Drive in the Tysons Central 7 District of Tysons Corner (collectively, the "Property"). The Applicant is seeking to rezone the Property from the C-4 (High Intensity Office) and SC (Sign Control Overlay) Districts to the Planned Tysons Corner Urban (PTC) District in order to permit the transformation of the Property from a suburban office park to a vibrant, transit-oriented, mixed-use development with a significant, multi-family residential component (the "Project"). The Property is located north of Greensboro Drive, west and south of International Drive and east of Westpark Drive and is more particularly identified on the Fairfax County Tax Map as 29-4 ((9)) 12B and 29-3 ((15)) 12A.

II. APPLICATION OVERVIEW

The approximately 6.9-acre Property is currently developed with two office buildings and a surface parking lot on the southern portion. Below-grade parking structures are located beneath each of the office buildings on the northern portion.

However, the Property has incredible potential to become a prime location for future residents, employees and visitors to Tysons Corner – it is located partially within ¼ mile and entirely within ½ mile of the Tysons Central 7 Metrorail Station, and also within ½ mile of the Tysons Central 123 Metrorail Station, making it the quintessential transit-oriented development and exactly what the planners, Planning Commissioners, Supervisors and stakeholders had in mind when they collaborated on the Comprehensive Plan for Tysons Corner.

To that end, the Applicant proposes to redevelop the surface parking lot with two multi-family residential towers that include attractive, two-story townhome-style units with patios at the street level. The Applicant further proposes to rehabilitate and expand the two existing office buildings by adding 100,000 square feet of office space to each. The entire development will be knit together by a comprehensive landscape and open space program which will include desirable open space amenities for residents and employees and will provide a striking backdrop for pedestrians walking to rail.

The Applicant proposes an overall FAR of 3.87, which includes the two new residential towers, the two existing office buildings and the additional 200,000 square feet of office space.

A. Residential Component

i) Building Design

The Project is focused around two innovatively-designed residential towers constructed with high-quality building materials on the portion of the Property currently developed with a surface parking lot. The residential towers, identified as "Tower A" and "Tower B" on Sheet 5 of the

Conceptual Development Plan ("CDP"), will front onto Greensboro Drive and include a total of 480 residential units. To complement the evolving urban skyline in Tysons Corner, the Applicant designed the two residential towers to step down in height such that Tower A, closest to the Tysons Central 7 Metrorail Station, will be 24 stories and include up to 254 units while Tower B will be 20 stories and include up to 226 units. The two towers will be connected at street level by a shared lobby.

The residential buildings will be built up to the street and will follow the alignment of Greensboro Drive, creating the foundation for an interesting and attractive streetscape. Two-story townhome-style units with private patios at the base of each residential tower will front onto Greensboro Drive and will have independent street-level access, separate from the buildings' shared lobby. Within the buildings, the central lobby and other first-floor amenities, such as a cyber café, lounges and business centers, will be transparent and therefore visible to passersby.

The proposed lobby will have its own access to Greensboro Drive and also to a private drive at the rear of the buildings. The private drive will include a loading area, drop-off area and minimal on-street parking to serve visitors and guests. The availability of the private drive aisle will prevent the need to load and drop-off on Greensboro Drive, which could impact the attractiveness of the streetscape and impede the flow of vehicular traffic.

Residents of the proposed towers will be served by a range of amenities, both internal to the buildings and across the Property. As noted, the ground floors of each building will include amenities such as a cyber café, lounges and business centers. Roof-top facilities in each residential tower will include private clubrooms, game rooms, roof-top pools and sun decks. Residents will also have access to a range of open spaces on the Property, including a common green and several pocket parks, as discussed in more detail below.

ii) Parking

The residential buildings will be served by three levels of below-grade parking. As depicted on Sheet 5 of the CDP, the parking garage will be accessed from the private drive aisle located between the residential buildings and the common green. This will prevent the need for drivers to access the garage directly from the public streets, reducing conflicts between vehicles and pedestrians.

The majority of the parking for the Property will be below-grade; however, it will be supplemented with on-street parking on Greensboro Drive and on the two proposed public streets designed to run through the Property (see Sheet 5 of the CDP). Additional on-street parking will be provided on the private drive aisle between the residential buildings and the common green. These parking spaces will serve visitors to the residential buildings who will not have access to the private, below-grade spaces.

The Comprehensive Plan and Zoning Ordinance provide minimum and maximum parking standards for multi-family residential units based on the number of bedrooms included in each unit and proximity to rail. As the portion of the property proposed for residential development is largely within ¼ mile of the Tysons Central 7 Metrorail Station, the Applicant is proposing a parking ratio of 1.2 parking spaces per unit, which is consistent with the Comprehensive Plan and Zoning Ordinance standards.

As set out on Sheet 6 of the CDP, the Applicant is also proposing a generous amount of bicycle parking consistent with the recommendations of the Comprehensive Plan.

iii) Much-desired use of the Property in the short-term

The Comprehensive Plan encourages a significant increase in residential development in Tysons Corner to provide for a better balance between residential and commercial uses, which will, in turn, lower the number of single-occupancy vehicle trips to and through Tysons. Here, the Property was designated "Transit Station Mixed-Use" which calls for a balanced mix of uses, including a minimum residential component of 20% or more of the total development.

To effectuate the Plan, the Applicant proposes to replace the surface parking lot on the Property with much-desired residential uses, not only providing an important increase in residential units, but also a more intense use of property so proximate to both the Tysons Central 7 and Tysons Central 123 Metrorail Stations. The residential uses will comprise 40% of the total development.

And, because the residential towers will be installed in what is now a surface parking lot, it can be achieved in the short-term without the need for building demolition, phasing, or reliance on future streets running through off-site parcels. In short, this Project presents the County with a rare opportunity for a mixed-use Project with a significant residential component in an ideal location, consistent with the Comprehensive Plan's recommended use of the Property, all within a short time of the opening of rail.

B. Office Component

i) Increase in office floor space

The Property's two existing office buildings have long been an important component of the Greensboro Drive office corridor – and, in recognition of their durability and value, the Applicant has recently made substantial improvements to each building. As a result, the Applicant is proposing to retain yet enhance them further with this Project. The Applicant seeks to add 100,000 square feet in four additional stories to each structure. The Applicant has researched the feasibility of adding these additional stories to the top of each of building and has concluded that it can be successfully accomplished.

With the proposed additional 200,000 square feet of office space, the Property will include approximately 704,500 square feet of commercial floor area.

ii) Parking

Each of the office buildings is served by below grade parking and a surface parking lot on the southern portion of the Property. Upon redevelopment of the surface parking lot to the residential towers, all parking for the office use will be provided by the existing parking garages. This will result in a significant reduction in the parking ratio for the office uses to approximately 1.8 spaces per 1,000 square feet of office space, which is consistent with the Zoning Ordinance requirements for office uses located between $\frac{1}{4}$ and $\frac{1}{2}$ mile from a Metro Station.

As set out on Sheet 6 of the CDP, the Applicant is proposing to significantly increase the level of bicycle parking that it already provides its office tenants, consistent with the recommendations of the Comprehensive Plan.

C. Pedestrian, Bicycle and Vehicular Access

i) Pedestrian Access

The Comprehensive Plan encourages the creation of a "people-focused urban setting" and a more walkable Tysons Corner. In furtherance of that goal, the Applicant proposes to create critical links to the pedestrian network and improve the streetscape along Greensboro Drive by implementing an attractive landscape concept and installing a series of pocket parks for the use and enjoyment of the residents, employees and visitors to the Property.

The Applicant has designed a Conceptual Landscape Plan (Sheet 30 of the CDP), which depicts a comprehensive network of pedestrian links, including sidewalks and trails through coordinated open space areas. The Landscape Plan also depicts the paving of internal drive aisles to show where pedestrians have the right-of-way.

The Applicant intends to make phased improvements to the existing sidewalk on Greensboro Drive and provide new sidewalks on the proposed public local streets through the Property. These sidewalks will conform to the draft Tysons Corner Urban Design Guidelines and will improve pedestrian connectivity to, from and within the Project.

Given the proximity of the Property to Metrorail, it is important that safe and convenient access is provided to the stations. The Applicant has been working closely with other property owners in the Tysons Central 7 District to design a pedestrian pathway between Greensboro Drive and the proposed Tysons Central 7 Metrorail station (depicted on Sheet 11 of the CDP). Under the current iterative plan, pedestrians exiting the Property will cross Greensboro Drive at its intersection with Pinnacle Park before walking east on the south side Greensboro Drive and then south on Solutions Drive where they will pick up the new pedestrian connection. From there, the pathway will run south along Center Street (proposed by others) and Station Place to the station entrance. The Applicant and its neighbors have been coordinating the design, location and funding of this connection and look forward to discussing it further with Staff.

As depicted on Sheet 13 of the CDP, pedestrians will access the Tysons Central 123 Metrorail station by using the existing sidewalks on International Drive and Route 123.

ii) Vehicular Access

The Applicant spent a great deal of time studying vehicular access to the Property and through the Tysons Central 7 North Sub-District. Specifically, the Applicant's civil and traffic engineers studied the north/south connections between Greensboro Drive and International Drive in the County's grid of streets (as conceptually shown on Map 7 – "the Conceptual Functional Classification for the Tysons Road Network," approved with the Comprehensive Plan for Tysons Corner) and looked at different alignments and impacts, including the realignment of Tysons Boulevard north of International Drive. The Applicant then presented the various alignments to its neighbors north of Greensboro Drive, who offered their feedback and requested certain adjustments based on their leases with existing tenants, site constraints and plans for future redevelopment. The Applicant took its neighbors' comments into consideration when building the final, preferred grid of streets shown with this application.

In short, the Applicant's preferred grid closely resembles the County's, with the following adjustments made to accommodate the results of the civil and traffic engineers' detailed analyses and conclusions, the differing grades of adjoining properties and the timing of their

respective redevelopments:

- Currently, access to the Property is provided by two entrances from Greensboro Drive. The Applicant designed the Project to utilize these existing entrances for the benefit of the two new local streets it will construct through the Property.
- The County's conceptual grid shows a future street running along the western boundary of the Property, between Greensboro Drive and International Drive. As discussed in more detail below, this road section cannot be accommodated without razing the buildings at 8180 Greensboro Drive and 1676 International Drive (both buildings are relatively new – they were constructed circa 2000). As a result, the Applicant proposes to construct the southern portion of the street on the Property in the short-term (shown as "Pinnacle Park" on Sheet 5 of the CDP), with the northern section to be constructed on the adjacent parcel once both buildings have redeveloped. This alignment is consistent with that shown in the Comprehensive Plan.
- The Applicant is also proposing a second street through the Property, which was not included in the Comprehensive Plan, but which the Applicant contends will significantly improve connectivity through the Sub-District. This local street, depicted as "Greensboro Park" on the CDP, will connect the new "Pinnacle Park" with Greensboro Drive. Greensboro Park will then ultimately connect to a future street to the east, on the opposite side of Greensboro Drive, further enhancing the grid of streets planned for the Tysons Central 7 District.

iii) Bicycle Access

Bicycle traffic will be accommodated within the existing right of way of Greensboro Drive and within the proposed right of way of Pinnacle Park and Greensboro Park. Dedicated lanes are not necessary for bicyclists on Pinnacle Park and Greensboro Park, but, as depicted on Sheet 8 of the CDP, Greensboro Drive will include a 5 foot wide bicycle lane. As set out on Sheet 6 of the CDP, a significant level of bicycle parking spaces are proposed on the Property to serve both the residents and office tenants.

D. Open Space

The creation of convenient and meaningful areas of open space and urban parks throughout the Property was an important consideration in designing Greensboro Park Place, as the green network will help unite and integrate the residential and office uses on the Property.

The largest of the open spaces will be a 0.6-acre common green located between the residential towers and office buildings. This amenity will include seating areas, landscaping and hardscaping and will serve as an area for quiet relaxation, meeting and gatherings, active play or social events.

The Applicant is also proposing several pocket parks throughout the Property, as depicted on Sheet 30 of the CDP. The creative landscape concept designed for the Project will be continued through each of these areas, ensuring consistency in and among the pocket parks, which will contribute to the integrated nature of the uses on the Property. The Applicant believes the pocket park proposed between the offices and Greensboro Drive will be of particular importance. Like many buildings in Tysons Corner, the existing office buildings are set back from Greensboro Drive - the proposed pocket park will fuse the office buildings to the streetscape while improving the pedestrian experience along Greensboro Drive. And, the streetscape along Greensboro Drive will lead up to an

attractive feature proposed at its intersection with International Drive, creating a gateway to the Tysons Central 7 North Sub-District.

III. TYSONS COMPREHENSIVE PLAN

The Board of Supervisor's adoption of a new Comprehensive Plan for Tysons Corner in 2010 was the culmination of a multi-year project that utilized the beliefs, ideas and recommendations from all sectors of the community about how to transform Tysons into a vibrant, mixed-use, urban center; and, more importantly, into a place where people want to live, work and play. In deference to that effort, the Applicant carefully designed its Project to conform to the Comprehensive Plan and in particular, the Area wide and District recommendations.

A. Major Elements

The Property lies within the North Sub-District of the Tysons Central 7 District, a Transit-Oriented Development ("TOD"), and is between $\frac{1}{4}$ and $\frac{1}{2}$ mile of the Tysons Central 7 Metrorail Station, as shown on Sheet 5 of the CDP. The Property is also within $\frac{1}{2}$ mile of the Tysons Central 123 Metrorail Station, shown on Sheet 13 of the CDP.

The Project complies with the major elements of the Comprehensive Plan, as outlined below:

i) Land Use and Floor Area Ratio

The Property was designated "Transit Station Mixed-Use," which recommends a balanced mix of uses with a maximum office component of approximately 65% throughout all of the Transit Station Mixed-Use areas and a minimum residential component of 20% of each development. The Project includes approximately 60% office uses and 40% residential uses, which mix is consistent with the Comprehensive Plan recommendations.

The Applicant is proposing an overall density on the Property of 3.87 FAR, including approximately 704,500 square feet of office space and 480,000 square feet of residential uses. The office component will be up to a 2.3 FAR; as a result, the Applicant does not need to process a Special Exception for its approval.

In short, the proposed land uses and densities are consistent with the Comprehensive Plan recommendations.

ii) Consolidation

The Comprehensive Plan encourages the consolidation of properties as part of any rezoning proposal. In the Tysons Central 7 District and for the area north of Greensboro Drive, "consolidation should include two or three properties as needed to provide open space and improve grid improvements as shown on the land use concept map." The Project meets the Plan's consolidation requirements by incorporating two subdivided parcels and as outlined below, conforms with the Plan's performance objectives as well:

- a. *Commitment to a functioning grid of streets both on-site and off-site. This should include conceptual engineering of streets that demonstrate connectivity and should be done in coordination with surrounding land owners.*

The grid of streets proposed with the Project closely resembles the County's conceptual grid. As noted above, the planned street depicted as "Pinnacle Park" on Sheet 5 of the CDP will run along the western edge of the Property and will ultimately connect Greensboro Drive to the east with International Drive to the west. The southern section of Pinnacle Park will be constructed as an interim condition as part of the Project, with the northern portion to be constructed and the ultimate section completed once the parcel to the west is redeveloped.

A second street, "Greensboro Park," is also proposed as part of this rezoning application. Although Greensboro Park was not anticipated in the Comprehensive Plan, the Applicant believes that it will improve connectivity in the Sub-District by connecting to a future street planned on the south side of Greensboro Drive and so has agreed to provide it. The alignment of Greensboro Park is shown on Sheet 5 of the CDP.

Collectively, these streets will help form a functioning grid in the Tysons Central 7 North Sub-District and will improve connectivity to adjoining districts and beyond.

b. Provision of parks and open space, either on site or within the subdistrict through a partnership.

The Project includes 1.8 acres of parks and open space, including a common green and several pocket parks, which, as shown on Sheet 30 of the CDP, will be provided within the Project and along the Property's Greensboro Drive frontage. These areas will provide useable and meaningful open space for residents and employees of the Property and surrounding parcels. Notably, the amount of open space proposed exceeds the Comprehensive Plan's recommendations for the Property.

c. Provision of land and/or building space for public facilities.

The Comprehensive Plan does not propose any public facilities on the Property or on its neighboring parcels.

d. Conformance with urban design standards of the Plan.

The Applicant carefully designed the Project to comply with the Comprehensive Plan and the Tysons Corner Urban Design Guidelines. The residential buildings will front onto Greensboro Drive and conform to recommended build-to lines and streetscape zone dimensions. The streetscape will be activated by the proposed central lobby, street level residential amenities and the innovative use of townhome-style units at the ground floor levels of the two residential towers.

While the existing office buildings do not fit squarely into the new urban design standards, the Applicant intends to use pocket parks and hardscaping to help visually reduce the setback of the buildings from Greensboro Drive. The Applicant is planning to construct an architecturally-significant trellis that will continue the building line set by the residential towers through the office development at the northern portion of the Property.

e. Demonstration of how adjacent parcels could be redeveloped in a manner that is compatible with the proposal and in conformance with the Plan.

The Property is bounded on three sides by existing streets (Greensboro Drive to the south and east; International Drive to the north) and will be served by a new street along its western boundary. As such, it can be redeveloped and tied into the planned grid of streets for the Sub-

District without impacting or hindering the redevelopment potential of adjacent parcels. Indeed, the Applicant's proposed grid of streets will lay the foundation for the entire grid north of Greensboro Drive; its neighbors can easily redevelop later in a manner that is compatible with the Applicant's project and in conformance with the Plan.

In addition, the Applicant met with its neighbors north of Greensboro Drive and has been careful to keep them informed of any street network under consideration by the County, its consultants or the Applicant. The adjoining and nearby property owners were given the County's conceptual grid of streets, they were presented with several alternative options and asked for comment, their feedback was accommodated in the Applicant's preferred grid of streets, they were told of the County's Consolidated Traffic Impact Analysis and will be kept apprised of any and all movement towards approval of a final grid of streets for the Tysons Central 7 North Sub-District. In short, the Applicant has made its neighbors part of the process now, so that they can redevelop in a manner compatible with the Project and the Plan later.

In summary, the Applicant's proposal fully complies with the consolidation requirements of the Comprehensive Plan both in form and function.

iii) Grid of Streets and Transportation Improvements

As noted above, the Applicant invited all of its neighbors north of Greensboro Drive, south of International Drive and east of Westpark Drive to discuss the on and off-site grid of streets in the Tysons Central 7 North Sub-District. The Applicant presented its neighbors with several options for north/south connections between Greensboro Drive and International Drive, including the alignments shown in the Comprehensive Plan. After the neighborhood summit, the Applicant's civil and traffic engineers went back to the drawing board and designed a preferred transportation network that reflects the collective agreement of the stakeholders and closely resembles the County's conceptual grid, the "Conceptual Functional Classification for the Tysons Road Network", approved in the Comprehensive Plan ("Map 7").

Map 7 provides a conceptual grid of streets for Tysons Corner. It shows a local street running along the western edge of the Property, which the Applicant has agreed to provide and has depicted on Sheet 5 of the CDP as "Pinnacle Park." As discussed above, the Applicant is willing to construct the southern section of this street in the short-term, but because of significant differences in grade, the northern section will require right-of-way from both the Property and its neighbor to the west and therefore can only be constructed as part of the future redevelopment of that adjacent parcel, which is not included in this application. However, the ultimate alignment of "Pinnacle Park" will comply with the recommendations of the Comprehensive Plan and Map 7.

The Applicant will also construct a second street through the Property, which was not shown on Map 7, but which the Applicant concluded will significantly improve connectivity in the Sub-District and so has agreed to provide it. This local street, depicted as "Greensboro Park" on the CDP, will connect the new north/south street – "Pinnacle Park" - with Greensboro Drive. Greensboro Park will also connect to a conceptual street recommended to the east of the Property, on the opposite side of Greensboro Drive, thereby further enhancing the grid of streets planned for the Tysons Central 7 District.

iv) Transportation Demand Management

In order for Tysons Corner to develop into a dense urban center, residents, employees and visitors must choose public transportation over single occupancy vehicle trips. Based on information

provided in the Comprehensive Plan, and to support the level of development planned for Tysons, transit must achieve a 31% mode share by 2050.

To that end, the Applicant will prepare a strategic transportation demand management program for the Property, which will describe specific measures the Applicant and its tenants will take to encourage residents and employees to select alternate modes of travel over single-occupancy vehicle trips. The transportation demand management program will be submitted to the County for review as this application progresses through the rezoning process.

v) Environmental Stewardship

The Storm Water Management Plan and Narrative presented on Sheets 32 and 33 of the CDP demonstrate compliance with the County-wide requirements and conformance with the additional recommendations in the Comprehensive Plan for Tysons Corner. The Applicant will satisfy the County's storm water management requirements through a combination of techniques, including the use of tree box filters and the storing of water in underground vaults for reuse and to slow release off-site. The Applicant calculates that the proposed redevelopment of the Property, together with the use of tree box filters and vaults, will result in a significant decrease in runoff volume from levels currently experienced on the Property.

In addition, the Applicant will commit to incorporate green building practices sufficient to attain LEED Certification or its equivalent for the residential towers. Furthermore, the Applicant will pursue other energy/resource conservation strategies as outlined in the Comprehensive Plan.

The Applicant will also commit to a storm water management plan that incorporates innovative storm water management measures that reduce storm water run-off and control peak flows of the water that cannot be completely captured, as recommended in the Comprehensive Plan.

vi) Building Height

The entire Property was designated in the second tier of the Comprehensive Plan's recommended building height tiers, which permits heights between 175 feet and 225 feet. However, because the Comprehensive Plan specifically provides that "height flexibility will be provided to facilitate the provision of affordable/workforce housing," and the Applicant is committing to provide 20% affordable/workforce housing, it would like to build Tower A to a maximum height of 245 feet. Tower B will be a maximum of 225 feet and within the recommended building heights. These varying heights will help create an interesting and distinct skyline along Greensboro Drive.

With the proposed additional office floor space, the office building at 8200 Greensboro Drive will have a maximum height of 205 feet and the building at 8180 Greensboro Drive will be up to 180 feet in height. Even with these additional stories, the Project fully complies with the Plan's recommended building heights.

vii) Public Facilities

While the Comprehensive Plan does not recommend a civic use or public facility on the Property or in its immediate vicinity, the Applicant looks forward to discussing the need for additional public facilities in the Tysons Central 7 District with Staff.

viii) Urban Park Standards

The Comprehensive Plan recommends an urban park standard of 1 acre per 10,000 employees and 1.5 acres for 1,000 residents. Here, this equates to approximately 1.5 acres of urban parkland. Importantly, the Project exceeds the Comprehensive Plan's recommendation and includes approximately 1.8 acres of useful and meaningful open space.

The Property will include several open space amenities. As depicted on Sheet 30 of the CDP, a centrally-located common green is proposed between the residential and office buildings. This landscaped and hardscaped amenity will be dedicated to the use and enjoyment of the Project's residents and employees but will also be open to the public.

In addition, the Applicant is providing several pocket parks throughout the Property, as depicted on Sheet 30 of the CDP. These pocket parks will significantly improve the amount and quality of public open space currently provided in the North Sub-District of the Tysons Central 7 District and will dramatically improve the streetscape along Greensboro Drive.

ix) Active Recreation Facilities

The Comprehensive Plan indicates that the need for an athletic field is generated by approximately 4.5 million square feet of mixed-use development; and, approximately two acres of land is needed for each athletic field. The Property is not of sufficient size to provide a full-size field; nor is there sufficient roof space to be used for a public facility. However, the Applicant looks forward to discussing a creative solution with Staff.

x) Workforce Housing

The Applicant agrees that a critical aspect of the vision for Tysons Corner is the provision of housing choices and the resultant guarantee that people with a variety of income levels can live there. Consistent with the County's recommendations, the Applicant is proposing that 20% of the total residential units constructed on the Property be provided as workforce units.

B. Tysons Central 7 North Sub-District – Redevelopment Option Guidance

In addition to the Area wide recommendations discussed above, the Comprehensive Plan provides specific guidance for each Sub-District. The Plan recommends that development proposals in the Tysons Central 7 North Sub-District comply with the following:

- 1) *The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses. Intensities and land uses should be consistent with Area wide Land Use Recommendations.*

Consistent with the Sub-District recommendations, the Applicant is seeking to intensify the office component of its existing development, while also building in much-desired residential uses. Upon build-out, the Property will include 60% office development and 40% residential uses with an overall FAR of 3.87, in conformance with the Plan's land use and density recommendations.

- 2) *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.*

As discussed above, the Project conforms to the consolidation requirements and to the performance objectives outlined in the Comprehensive Plan. As regards the former, the District regulations require consolidation of two or three properties as needed to provide open space and street grid improvements – this project spans two subdivided parcels, thereby providing meaningful open space and a functioning grid of streets, as demonstrated in the CDP and this Statement. As regards the performance objectives outlined in the Area wide guidance, the Applicant is installing a functioning grid of streets, both on and off-site, providing an integrated network of parks and opens space, conforming to the draft urban design guidelines for Tysons Corner and facilitating the future redevelopment of its neighboring parcels by creating a vehicular, pedestrian and open space network that could easily tie into adjacent parcels.

- 3) *Redevelopment should occur in a manner that fosters vehicle and pedestrian access and circulation. Development proposals should show how proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of a grid of streets.*

The Applicant carefully designed its site plan around a grid of streets approximating that proposed in the Comprehensive Plan. Specifically, the Applicant will provide the two public street connections discussed above, which will significantly improve connectivity through the Tysons Central 7 North Sub-District. In addition, the Applicant is providing an impressive network of safe and convenient pedestrian connections, as shown on the Pedestrian Circulation Plan on Sheet 10 of the CDP. Importantly, existing and proposed pedestrian connections will also provide easy access from the Property to both the planned Tysons Central 7 and Central 123 Metrorail stations.

Furthermore, the Project was specifically focused around the pedestrian experience; access to the parking garages serving both the office and residential buildings and loading bays for each building will be provided from internal driveways, rather than public streets.

- 4) *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.*

The Comprehensive Plan's Map 7 provides a conceptual grid of streets for Tysons Corner. The Applicant is proposing to construct the southern section of "Pinnacle "Park" (the local street shown on Map 7 running along the western edge of the Property) with this Project; but, due to significant grade differences between the Property and its adjoining parcel to the west, however, the northern section of Pinnacle Park can only be provided once the northern office buildings on the Property (8180 Greensboro Drive) and on the adjoining parcel (1676 International Drive) are redeveloped.

The Applicant will also construct a second street through the Property, which was not shown on Map 7, but which the Applicant concluded will significantly improve connectivity in the Sub-District. This local street, depicted as "Greensboro Park" on the CDP, will connect the new north/south street – "Pinnacle Park" - with Greensboro Drive. Greensboro Park will also connect to a conceptual street recommended to the east of the Property, on the opposite side of Greensboro Drive, thereby further enhancing the grid of streets planned for the Tysons Central 7 District.

Greensboro Drive is planned as an "Avenue." No additional right-of-way is needed from the Property for Greensboro Drive to continue functioning under this classification.

- 5) *Urban design amenities, such as streetscapes, landscaping, public art, lighting and seating should be provided consistent with the Area wide Urban Design Recommendations.*

The Applicant designed the Project to conform to the Comprehensive Plan and the Tysons Corner Urban Design Guidelines. In particular, the residential towers, with their innovative two-story townhome-style units with street-level patios leading into the attractive streetscape along Greensboro Drive, coupled with the landscaped open space in front of the office buildings, will create an engaged and interesting street presence. This frontage complies with the Plan's streetscape zone standards and recommended build-to lines. The Applicant is committed to providing street furniture, lighting and public art, but such details will be explored in the final development plan.

- 6) *Urban parks should be located throughout the subdistrict. The sizes of these parks should be between ½ to over one acre. At least one two acre recreation focused park should be provided in the subdistrict.*

The Project includes several open space amenities, including a centrally-located common green and several pocket parks, which will be dedicated to the use and enjoyment of the future residents and office tenants. The landscape concept will be continued through each of these areas, ensuring a consistent theme throughout the Property and contributing to the integrated nature of the mixed-use Project. The proposed open spaces are depicted on Sheet 30 of the CDP.

- 7) *When redevelopment includes a residential component it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing.*

Residents of the proposed towers will be served by a range of amenities, both internal to the buildings and across the Property. Roof-top facilities within each residential tower will include private clubrooms, game rooms, pools and sun decks. And, the first floors of each tower will include such amenities as cyber cafes, lounges and business centers. Residents will also have access to a range of public open spaces on the Property, including a common green and several pocket parks, as discussed in more detail in Section II above.

Consistent with the Comprehensive Plan's recommendations and the Board of Supervisors' laudable goal of increasing affordable housing throughout the County, the Applicant is proposing that 20% of the total residential units developed be provided as workforce dwelling units.

- 8) *Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements and appropriate measures to mitigate other impacts.*

A Traffic Impact Study under Chapter 527 of the Virginia Code was prepared by Wells & Associates and is included in this application.

- 9) *Building heights will vary depending upon location, as conceptually shown on the Building Height Map. Tallest buildings should be closest to the Metro station where the building height it planned up to 400 feet.*

The entire Property was designated in the second tier of the Comprehensive Plan's recommended building height tiers, which permits heights between 175 feet and 225 feet. However, because the Comprehensive Plan specifically provides that "height flexibility will be provided to facilitate the provision of affordable/workforce housing," and the Applicant is committing to provide

20% affordable/workforce housing, it would like to build Tower A to a maximum height of 245 feet. Tower B will be a maximum of 225 feet and within the recommended building heights. These varying heights will help create an interesting and distinct skyline along Greensboro Drive.

With the proposed additional office floor space, the office building at 8200 Greensboro Drive will have a maximum height of 205 feet and the building at 8180 Greensboro Drive will be up to 180 feet in height. The proposal complies with the Plan's recommended building heights.

- 10) *A potential circulator alignment extends through this subdistrict. Redevelopment proposals along the circulator route should provide right of way or otherwise accommodate the circulator and should make appropriate contributions toward its construction.*

Although the Applicant believes that any circulator route along Greensboro Drive can and should be accommodated within the existing right-of-way, without the results of a final circulator study that shows specific routes and circulator stops, it's premature to consider whether additional right of way is needed or available.

IV. ZONING ORDINANCE

A. Planned Tysons Corner Urban Zoning District

This application seeks to rezone the Property from the C-4 (High Intensity Office) District to the Planned Tysons Corner Urban (PTC) District, which was specifically designed to implement the redevelopment options set forth in the Comprehensive Plan, thereby transforming Tysons Corner from a suburban office park and activity center into an urban, mixed-use, transit, bicycle and pedestrian-oriented community. In addition to meeting the technical requirements of the PTC district, the Applicant's proposal also meets the purpose and intent of the Zoning Ordinance, as outlined by Section 6-501:

1. *Contribute to a tiered intensity of development having the highest intensities located closest to the transit stations and provide the mix of residential, office and commercial uses necessary to achieve a vibrant, urban environment.*

With an overall FAR of 3.87, the Project complies with the intensities recommended by the Comprehensive Plan. And, the retention of the existing office buildings with the addition of 100,000 square feet in four stories on each building, along with the two new residential towers, will help achieve a vibrant, urban environment in the North Sub-District of the Tysons Central 7 District.

2. *Contribute to the network of open space and urban parks, to include stream valley parks, pocket parks, common greens, civic plazas and athletic fields for the workers and residents of Tysons.*

As shown on Sheet 30 of the CDP, the Applicant is contributing to the network of open space and urban parks by installing a centrally-located common green and several pocket parks throughout the Property. These areas will become an important resource in an area of Tysons that is not well served by public open space.

3. *Promote environmental stewardship by implementing green building design; efficient, renewable and sustainable energy practices; incorporating low impact development strategies, such as innovative storm water management and green roofs; and achieving the tree canopy goals for Tysons.*

The Applicant is promoting the County's environmental stewardship by designing its residential buildings to achieve LEED certification, employing efficient, renewable and sustainable energy practices as part of its green-building commitment and incorporating several LID strategies, including comprehensive storm water management. The Project was also designed to protect and preserve as many of the existing, mature trees as possible while incorporating new trees where beneficial and impactful, thereby meeting the County's tree canopy goals by integrating the old and the new.

4. *Further the implementation of the urban grid of streets and the described street hierarchy for Tysons.*

The Applicant is providing a local street along the western boundary of the Property, as shown in the Comprehensive Plan. This street, referred to as "Pinnacle Park" on Sheet 5 of the CDP, will ultimately provide an important link between Greensboro Drive and International Drive. The Applicant is also proposing a second local street through the Property - Greensboro Park, depicted on Sheet 5 of the CDP, will connect Pinnacle Park with Greensboro Drive and provide further connections to the grid of streets planned for the south side of Greensboro Drive.

5. *Reduce the amount of single occupant vehicle trips by limiting the amount of provided parking, encouraging shared parking arrangements among uses, permitting the inclusion of managed tandem parking spaces, and implementing various Transportation Demand Management strategies, such as transit subsidies, carpool and vanpool services, employee shuttles, car-sharing programs and bicycle accommodations.*

The Applicant will prepare a strategic transportation demand management program for the Property, which will describe specific measures the Applicant and its tenants will take to encourage residents and employees to select transit over single-occupancy vehicle trips. The transportation demand management program will be submitted to the County for review as this application progresses through the rezoning process.

In addition, with construction of the two residential towers on the existing surface parking lot, the parking provided for the office tenants will significantly decrease – all of the parking for the existing buildings, even when enhanced, will be provided in the existing below-grade parking garages.

6. *Contribute to the necessary public facilities to support the projected job and population growth, including schools, fire and police services, a library, public utilities, and an arts center.*

While the Comprehensive Plan does not recommend a civic use or public facility on the Property or in its immediate vicinity, the Applicant looks forward to discussing the need for additional public facilities in the Tysons Central 7 District with Staff.

7. *Contribute to the specified streetscape and apply the urban design guidelines specified for build-to lines, building articulation, fenestration, ground floor transparency and parking design to create an integrated urban, pedestrian-friendly environment.*

The Project was designed to conform to the Comprehensive Plan and the Tysons Corner Urban Design Guidelines concerning build-to lines, building articulation and the like. As a result, the Property's redevelopment will result in an active and interesting street frontage on Greensboro Drive.

By showcasing interactive uses such as cyber cafes, lounges and business centers, the ground floors of the proposed residential towers will be transparent, thereby helping activate the streetscape as recommended in the urban design guidelines. The streetscape will be further activated through a central lobby connecting the residential towers at the street level and two-story townhome-style units at the base of each tower. These units will front onto Greensboro Drive and will have independent street-level access.

All told, with the proposed mix of uses, activated streetscape, open space network, pathway to the proximate Tysons Central 7 and Tysons Central 123 Metrorail stations and convenient access to the Tysons Corner Center and Galleria, the Project was designed to create an integrated, urban, pedestrian-friendly environment.

8. *Contribute to implementing the workforce and affordable housing policies for Tysons to provide housing to various income levels.*

Consistent with the Comprehensive Plan's recommendations, the Applicant is proposing that 20% of the Project's total residential units be provided as workforce dwelling units.

B. Sign Control Overlay District

The Property lies within the Sign Control Overlay District. The requirements of this Overlay District will not restrict the redevelopment of the Property as proposed.

V. REQUESTED MODIFICATIONS AND WAIVERS

The Applicant respectfully requests approval of the following waivers and modifications:

A. Zoning Ordinance Modifications

1. Modification of the peripheral landscaping requirements of the Zoning Ordinance pursuant to Section 13-203, Paragraph 3 for above grade parking structures. Due to the urban nature of the site, and the adjacency of parking structures to the streetscapes, it is not possible, nor is it appropriate, to provide the typical peripheral landscaping requirements.
2. Modification of the interior parking lot landscaping requirements of the Zoning Ordinance pursuant to Section 13-202, Paragraph 6 on all parking structures, to that shown on the CDP. The Applicant proposes public amenities on the top level of some of the proposed parking structure. Interior parking lot landscaping should not be required and thus a modification is sought.
3. Modification of the Tysons Corner Urban Center streetscape design in favor of that shown on the CDP. The proposed streetscapes are consistent with those set out in the Comprehensive Plan. However, the existing conditions of portions of the development demand flexibility in the design of streetscape sections, as reflected 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 on the CDP. On-road bike lanes have been

proposed based on the street type and activity level anticipated and the extent of safe connectivity to adjacent sites.

5. Waiver of the maximum length of private streets as provided in Paragraph 2 of Section 11-302 of the Zoning Ordinance to allow private streets in excess of 600 feet in length. The proposed private street is important to provide dedicated vehicular access to the residential buildings, including access to below grade parking and loading and will prevent accessing of these areas, and potential for conflict between pedestrians and vehicles, on public streets.
6. A waiver of Section 17-201, Paragraph 3 of the Zoning Ordinance to provide additional inter-parcel connection to adjoining parcels other than those specifically identified on the CDP. The proposed grid of streets will provide the appropriate connections to adjacent parcels.
7. Waiver and/or modification of Zoning Ordinance Section 17-201, Paragraph 4 to not require any further dedication, construction or widening of existing roads beyond that which is indicated on the CDP. The Applicant is proposing several improvements to the grid street network as part of the CDP submitted as part of this rezoning application. These improvements are considered to be appropriate commitments to the resulting level of development on the Property. Any additional improvements should be provided as part of redevelopment proposals for surrounding parcels.
8. A waiver and/or modification of Section 2-506, Paragraph 1(A) and (C) of the Zoning Ordinance to allow structures located on the building roof to occupy an area greater than 25% of the total roof and to exclude air conditioning units and cooling towers, located outside the penthouse or screened area, from being included in the maximum building height if said structure, air conditioner or cooling tower is for the purpose of providing building infrastructure to meet LEED certification.
9. A waiver of transitional yard and barrier along all property lines.
10. Waiver of Section 6-606 Paragraph 1 to allow a PTC district of less than 10 acres. The proposed redevelopment meets the Comprehensive Plan's requirements of consolidation as part of a rezoning application.

B. Modifications to the Public Facilities Manual (PFM)

1. In keeping with the urban concept of this development, a modification of PFM standard 12-0702 1 B(2) is requested to permit the reduction of the minimum planting area for trees planted to satisfy the tree cover requirement to reduce the width from eight (8) feet to a minimum of five (5) feet as shown on the CDP. Structural soils will be implemented to enhance survivability of the trees subject to this modification request. Refer to the typical street sections for the graphic planting plan.
2. A modification of Section 7-0802.2 of the PFM and Section 11-102, 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. A modification of Public Facilities Manual (PFM) Section 7-0800 and Zoning Ordinance Section 11-102, Paragraph 12 to allow tandem spaces with valet services for non-residential uses. Such stacked parking spaces, in accordance with Section 11-101, Paragraph (1), may count toward required parking specified in the Zoning Ordinance.
4. A waiver to allow 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. 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 Comer 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 Comer and are specified with the CDP application.
6. A modification from the Tree Preservation Target. This modification is permitted based on two (2) allowable deviations in the Fairfax County Public Facilities Manual. The first is § 12-0507.3A(1), which states, "*Meeting the Tree Preservation Target would preclude the development of uses or densities otherwise allowed by the Zoning Ordinance.*" The second is§ 12-0507.3A(3), which states, "*construction activities could be reasonably expected to impact existing trees or forested areas used to meet the tree preservation target to the extent they would not likely survive in a healthy and structurally sound manner for a minimum of 10-years in accordance with the post-development standards for trees and forested areas provided in §12-0403.*" Specific trees to be preserved are identified with the CDP application

VI. SUMMARY

The Property, partially within ¼ mile and wholly within ½ mile of the Tysons Central 7 Metrorail Station and also within ½ mile of the Tysons Central 123 Metrorail Station, is a prime location for the dynamic mix of residential and office uses proposed with this application. Furthermore, with the much-desired residential towers planned for what is now a surface parking lot and with the skeleton of the grid of streets already largely in place, the redevelopment can go up quickly, which will kick off the transformation of Tysons Corner to an urban, transit-oriented area soon after the Metrorail Stations open. The Applicant respectfully requests favorable consideration of this application by the Staff, the Planning Commission and the Board of Supervisors.



Cobley LLP
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