

July 30, 2012

By Hand Delivery

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

Re: Cityline Partners LLC (the "Applicant")
Scotts Run Station South – Johnson II Site (MITRE)
Application for Final Development Plan Approval for
Tax Map 30-3((28)) 4C (the "Property")

Dear Ms. Berlin:

Please accept this letter as a statement of justification for a Final Development Plan (FDP) application submitted in conjunction with a rezoning application to the PTC District referred to as Scotts Run Station South.

The Applicant submitted a rezoning application that included the Property in February 2011. Since the submission of the rezoning application, referenced as RZ 2011-PR-011, the Property has been acquired by the MITRE Corporation ("MITRE"). In addition, the Property was the subject of a special exception application, referenced as SE 2010-PR-023, that was approved by the Fairfax County Board of Supervisors (the "Board"), at its hearing held on June 7, 2011. The Board's approval permits an increase in building height from 90 feet to 225 feet, but the Property currently remains zoned to the C-3 District.

The rezoning application, and associated Conceptual Development Plan (CDP), submitted in conjunction with RZ 2011-PR-011 consolidates approximately 22.50 acres, including the Property, located on the south side of Route 123 on the east side of Tysons Corner Urban Center. The submitted application, which has been diligently pursued by the Applicant, envisions the transformation of an existing suburban office park into an integrated mix of hotel, office, residential and retail uses in a transit-oriented urban design. The proposed application will begin to fulfill the vision of the recently adopted Comprehensive Plan for the Tysons Corner Urban Center (the "Plan").

The CDP submitted with RZ 2011-PR-011 is referred to as Land Bay East, and is located on the south side of Route 123 between Scotts Run Stream Valley and the ramp to the Dulles Airport Access Road. Land Bay East is planned to be developed with six (6) office buildings, six (6)

residential buildings, a hotel and supporting retail uses connected by a grid of streets. The Property is referred to on the CDP as the MITRE 4 office building (formerly the Johnson II site) that is located on the east side of Colshire Drive near its current terminus. Parcels to the south are also owned by MITRE. The Property was acquired by MITRE to be integrated with the remainder of its corporate campus. As illustrated on the CDP, the Property will be developed with a single office building with a small amount of supporting retail uses. The improvements shown on the FDP are consistent with the prior special exception approval and an approved site plan. The Property is currently under construction, so, for the purposes of FDP review, the proposed improvements should be considered as existing conditions.

As shown on the FDP, the Property is proposed for development with a 14-story office building containing 340,000 square feet of gross floor area. Retail uses that will primarily serve the office building may be located on the first floor. As previously approved by special exception, the building height is 225 feet. The proposed building will front onto Colshire Drive with a pedestrian connection to the remainder of the MITRE campus. Pedestrian connections are also shown to the planned Tysons East Metro Station through a combination of existing and proposed sidewalks. Primary vehicular access will be to Colshire Meadow Drive with secondary access to Colshire Drive. Parking is primarily located in an underground parking garage with some visitor surface parking spaces in front, or east portion, of the building.

The improvements on the Property have been designed in conformance with the Plan and integrated with the remainder of the property shown on the CDP and proposed for rezoning to the PTC District. The Property is located between one-eighth and one-quarter mile from the planned Tysons East Metro Station. Therefore, this area is identified as a Transit-Oriented Development District and the Conceptual Land Use Map indicates that the Property is planned for office use. The previously approved building height of 225 feet is consistent with the building height concept in the Plan. A plaza area is located at the building's main entrance and is in harmony with the Plan's recommendations for useable outdoor space. All of the previously approved development conditions associated with the special exception will be incorporated into development conditions for the FDP. As such, it is anticipated that there will be no additional development conditions or proffer obligations associated with development of the Property.

The FDP incorporates all of the features shown on the CDP. The elements of a street grid, including pedestrian connections, and an active streetscape will ensure connectivity to the Metro Station. Building tenants will be able to walk to the Metro Station, and will also be able to walk to Station Street, which is envisioned to be the main street proposed with the rezoning application. The proximity of Station Street, which includes retail shopping, restaurants and outdoor amenities, will enhance the working experience offered by the Property.

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. Further, 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:

- Reaffirmation of a previously granted modification to the number of required loading spaces. While the Zoning Ordinance requires five (5) spaces, two (2) have been deemed sufficient to serve the proposed use.
- A transitional screening modification and waiver of the barrier requirement along the northeast boundary of the Property in favor of that shown on the FDP.

The proposed FDP represents the implementation of a previously approved special exception that was evaluated for compliance with the Plan. In addition, the proposed office building will be integrated with the remainder of Scotts Run Station South and its design is consistent with the overall design of Tysons Corner. Lastly, the proposed office building will accommodate the grid of streets and contribute to a vibrant streetscape that results in a walkable environment and connectivity to the Tysons East Metro Station.

Should you have any questions regarding this submission, or require additional information, please do not hesitate to contact me. I appreciate the consideration of this application.

Very truly yours,



Thomas D. Fleury, Executive Vice President
Cityline Partners LLC

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