

STATEMENT OF JUSTIFICATION



SCOTTS RUN STATION SOUTH February 14, 2011

Revised May 10, 2011

This statement of justification is submitted for a proposed rezoning of approximately 29.42 acres from the C-3 and H-C Districts to the Planned Development Tysons Corner Urban (PTC) and H-C Districts.

Cityline Partners LLC, the Applicant, is the owner and/or the managing agent of property identified among the Fairfax County tax assessment records as 29-4 ((6)) 101A and 102; 30-3 ((1)) 6A, 6B, 6C and 6D and 30-3 ((28)) A, C1, 4B and 4C (the "Subject Property") that encompasses approximately 29.42 acres located on the south side of Route 123 on the east side of Tysons Corner. With the inclusion of land previously dedicated for public purposes with reserved density credits, the area of the Subject Property increases to 32.59121 acres. A detailed description of these prior dedications has been submitted separately. The Applicant has submitted a request to the Commonwealth of Virginia to vacate and acquire the residue of prior VDOT acquisitions. The residue parcels consist of 6,140 square feet of right-of-way located at the intersection of Anderson Road and Old Chain Bridge Road, and 25,949 square feet of right-of-way located adjacent to Route 123. If successful in the vacation and acquisition of the right-of-way, the associated land area will be included in this application. The Subject Property is currently developed with low and mid-rise office buildings and associated parking that have been constructed at different times over the last forty (40) years. The Applicant proposes to transform this suburban office park into an integrated mix of office, hotel, residential and retail uses in a transit-oriented urban design. A rezoning of the Subject Property from the C-3 and H-C Districts to the PTC and H-C Districts will fulfill the vision of the recently adopted Comprehensive Plan for the Tysons Corner Urban Center.

I. Subject Property Description

The Subject Property, referred to as Scotts Run Station South, is located on the east side of the Tysons Corner Urban Center in the Tysons East District and will serve as the signature gateway for those entering Tysons Corner from the east. Located on the south side of Route 123, the Subject Property has extensive road frontage that results in high visibility. The consolidation of approximately thirty (30) acres creates an opportunity to design a complementary mix of uses. In addition, the Subject Property is located on both the east and west sides of the Scotts Run Stream Valley Park. This natural resource amenity will become the focal point of a transit-oriented development that includes office, hotel, residential, retail and support services. This gateway site also provides an opportunity for the integration of institutional and public uses, such as educational and recreational facilities. The Applicant's design meets the objective of creating a place where Fairfax County residents can live, work, shop, play and stay.

The opportunity to create a pedestrian friendly urban environment is amplified by the proximity of the Tysons East Metro Station (the "Metro Station") that is under construction.

Approximately 9.78 acres of the Subject Property are located within 1/8 of a mile of the Metro Station; approximately 16.84 acres of the Subject Property are located between 1/8 and 1/4 mile of the Metro Station; and the remaining approximately 2.80 acres are located between 1/4 and 1/3 mile of the Metro Station. The proximity of the Metro Station creates opportunities to encourage the use of mass transit as an alternative to private vehicles. The Applicant's proposal links a mixed-use development to the Metro Station through a series of pedestrian-friendly corridors and streetscapes that will encourage the use of transit, pedestrian walkways and bicycles and further the goal of creating a multi-modal transportation network that is not dependent on automobiles.

The Applicant has carefully evaluated its development plan to ensure a well-coordinated mix of uses with buildings at appropriate heights to transition to the surrounding areas and respect the recommendations of the Comprehensive Plan. In accordance with Comprehensive Plan recommendations, the Applicant had the opportunity to propose a development of approximately 10 million gross square feet. Based on a deliberate design process as described herein, the Applicant is proposing a mix of uses totaling 6,658,900 gross square feet. The development program consists of 3,549,180 square feet of office development (53%); 2,620,200 gross square feet of residential development (39%), 390,000 gross square feet of hotel development (6%), and 99,520 gross square feet of retail development (2%). The proposed development with all uses combined results in a 4.69 FAR.

II. Zoning History

The Subject Property is part of an office park known as West*Gate that originally contained over eighty (80) acres of industrially zoned property located at the edge of the suburbs of Washington, D.C. Initially zoned to the I-4 District, West*Gate was developed in phases in accordance with the Fairfax County Zoning Ordinance that permitted office and industrial uses. Office buildings were constructed to primarily serve government contractors and other buildings were used for research, development and manufacturing facilities. As Tysons Corner evolved into the Urban Center of Fairfax County, West*Gate evolved into a more traditional office park. Its strategic location on Route 123 between the Capital Beltway and the Dulles Airport Access Road provided visibility and accessibility. These conditions still exist today. A rezoning in the early 1990's resulted in the Subject Property's current C-3 District zoning designation and the adoption of proffers. Those portions of West*Gate closest to Route 123 and the Metro Station are proposed for development and are the subject of this rezoning application.

III. Overall Vision

The Applicant proposes to transform an existing suburban office park in a manner consistent with its designation in the Comprehensive Plan. The Subject Property that comprises Scotts Run Station South is recommended for redevelopment as Transit Station Mixed Use. The vision is to redevelop the Subject Property into a transit-oriented, walkable, bikeable, sustainable mixed-use development with Scotts Run Stream Valley Park as a focal point and a natural amenity. The Applicant has designed a main street parallel to Route 123 between Anderson Road and Colshire Drive that will serve as a central spine to connect the development physically and visually to the Metro Station and Scotts Run Stream Valley Park. The main street, referred

to as Station Street, is the east-west local/service street connector with additional local/service streets extending on a north-south axis to further create the grid of streets envisioned in the Comprehensive Plan. The Applicant has further enhanced the planned grid of streets with the addition of a new collector/local street extending south from Route 123 to Dartford Drive. In addition, Colshire Meadow Drive, an existing/planned collector, will be extended from its current terminus at Colshire Drive east to Anderson Road. These collectors will function cohesively with planned local/service streets and the existing arterial road network to facilitate pedestrian, vehicular and bicycle connectivity. The improvements will also provide a vehicular alternative to Route 123, thereby lessening traffic on this heavily traveled commuter roadway.

Station Street will be enhanced with street trees, landscaping, and first floor retail to bolster the pedestrian experience. Station Street will terminate at the Metro Station access located on the south side of Route 123 adjacent to Scotts Run Stream Valley Park. The entire length of Station Street is within ¼ mile of the Metro Station thereby encouraging pedestrian and bicycle usage.

Buildings have been appropriately sited to ensure compliance with Section 2-414 of the Zoning Ordinance. Section 2-414 establishes a minimum distance of 200 feet for residential buildings and 75 feet for commercial buildings between principal buildings and right(s)-of-way of interstate highways and the Dulles Airport Access Road. By interpretation issued by the Zoning Administration Division dated December 21, 2000, the setback measurement is taken from the projection or extended line of the travel lanes at interchanges. A copy of this determination is attached for convenient reference. As demonstrated on the CDP, these setbacks have been met with the Applicant's proposal.

Scotts Run Stream Valley Park is the focal point of Scotts Run Station South. It is intended that the park will become a major linear urban park with a trail system that will benefit not only the future residents and office workers of Scotts Run Station South, but also serve the existing stable residential communities and employment centers located in proximity to the Subject Property, thereby providing connectivity to other parts of Tysons Corner. This natural amenity should be enhanced so that it may provide passive and active recreational opportunities that will benefit all Tysons Corner residents and office workers. A range of outdoor experiences, such as performances, nature programs, appreciation of scenery and recreation, could result from improvements to the park. The Applicant intends to take a leadership role in participating with other Tysons Corner land owners to revitalize and enhance Scotts Run Stream Valley Park in a manner that will implement the Comprehensive Plan vision. The Scotts Run Station South development plan maximizes its proximity to Scotts Run Stream Valley Park and the views and accessibility that will be afforded to residents, hotel guests and office workers.

The primary goals of the Scotts Run Station South Conceptual Development Plan (CDP) are as follows:

- Utilize density and intensity appropriately through a diverse mix of uses that encourages the use of alternate transportation modes, including mass transit, and

creates an environment where people can live, work, shop and play at a gateway to Tysons Corner.

- Design a grid of streets, including a central main street, enhanced with sidewalks urban plazas, and retail uses consistent with the Comprehensive Plan that will facilitate pedestrian, vehicular and bicycle connectivity, and create a sense of place.
- Incorporate a variety of building heights and orientations to ensure greater intensity in proximity to Route 123 and the Metro Station, while tapering appropriately to surrounding areas.
- Incorporate various design elements such as visually appealing streetscapes and ground floor retail to elevate the pedestrian experience.
- Improve Scotts Run Stream Valley Park to create a central focal point and a natural amenity in Tysons Corner that is complemented by well placed urban plazas and open space.
- Integrate sustainable design elements such as innovative stormwater management techniques, environmentally sensitive selection of building locations, energy efficient building design and promotion of transit use through design and use mix.
- Incorporate public facilities into the development plan.
- Develop a phasing plan that allows for the timely construction of buildings in phases or individually in response to market conditions to implement the objectives of the Comprehensive Plan with appropriate supporting facilities.

A. Gateway

The Tysons East District, as defined by the Comprehensive Plan, is the signature gateway for those coming to Tysons from the east. Scotts Run Station South is a transit oriented development (TOD) given its proximity to the planned Metro Station. Office buildings are planned in proximity to Route 123 to create an urban employment center. The office buildings are rotated to break up their mass and create a less imposing façade adjacent to Route 123. While maintaining a continuous street edge at the ground level, the buildings' shape and orientation provides a sense of individual identity. Residential buildings are integrated with the office buildings in a manner to ensure a pleasant living environment. Several residential buildings and a hotel are located in proximity to Scotts Run Stream Valley, affording views of the park and ensuring a twenty-four hour presence in Scotts Run Station South. The design results in all buildings being located within easy walking distance to the Metro Station. Building heights are tapered from 365 feet adjacent to Route 123 down to 70 feet at the perimeter of the Subject Property in accordance with the height recommendations of the Comprehensive Plan. The height recommendations are exceeded on two proposed buildings to allow the establishment

of focal points within Scotts Run Station South. The construction of two (2) iconic buildings will accent the skyline and contribute to the overall sense of place. The height of the two buildings was thoughtfully designed in consideration of the context of the area, including existing topography. Retail stores and eating establishments will be located at the street level to serve the proposed residential and commercial development. Some of these uses may be two stories. A hotel is proposed in proximity to the Metro Station to promote the use of mass transit by guests. Parking is primarily provided in structured garages beneath the office and residential buildings. Given soil conditions in this area, the depth of underground parking garages may be limited. As portions of parking structures will be above grade, retail uses will be incorporated into these structures to limit their visibility and ensure that the parking structures do not detract from the overall appearance of the development. The proposed mix of uses will ensure both a day time and night time presence that will create a sense of place and community in Tysons Corner.

B. Connectivity

Station Street, a main street parallel to Route 123, and Colshire Meadow Drive extended will serve as the primary local road in Scotts Run Station South. These two (2) new streets, together with other collector, local and service streets create an enhanced grid of streets as envisioned by the Comprehensive Plan at a human scale to ensure use and thereby connectivity. All streets will include sidewalks, street trees and landscaping. As shown on the CDP, a number of the streets will include on-road bike lanes. A series of urban plazas will provide opportunities for outdoor seating and gathering areas. The most significant of these is identified as Andrew Way on the CDP. This pedestrian corridor may include specialty pavers and terraced outdoor seating. Station Street and Andrew Way are designed to host community events such as street festivals and outdoor performances. These events will be accessible to mass transit and assist in creating a vibrant walkable community and sense of place.

C. Urban Parks and Open Space

The focal point of the Tysons East District is intended to be the Scotts Run Stream Valley Park that has previously been dedicated to the Fairfax County Park Authority. Stormwater runoff has eroded the stream bank of Scotts Run, and the existing channel is steep and not accessible. The stream bank requires stabilization to ensure that the stream remains a viable resource. In conjunction with this application, the Applicant will accurately delineate the floodplain and Resource Protection Area (RPA) as approved by the Commonwealth on the CDP. Given the topography of the area, and mature existing vegetation, creative solutions will be needed to make a majority of the stream valley accessible. A possible approach is the construction of an elevated walkway that would protect the most sensitive areas of the stream valley while allowing Tysons Corner residents an opportunity to enjoy this parkland. Such a walkway could connect to the overall trail system in Tysons Corner and benefit pedestrian, cyclists and runners. Where permitted by topography, grassy areas may be maintained as useable public open space that may be used for outdoor performances, nature programs and recreation. Scotts Run Stream Valley Park is an oasis within a rapidly developing area that should be preserved, enhanced and protected. The Applicant intends to take a leadership role in participation with other Tysons Corner land owners to improve Scotts Run Stream Valley Park.

A series of open space areas that will be a combination of public urban parks and private open spaces will provide recreation opportunities to residents, office workers and hotel guests. The total amount of open space provided with the proposed development is 9.63 acres, which includes fifty percent (50%) of the land area of Scotts Run Stream Valley Park. Therefore, the Applicant will improve Scotts Run Stream Valley Park with walkways designed in coordination with the Fairfax County Park Authority.

D. Sustainability/Urban Stewardship

A number of sustainable design elements have been incorporated into the development plan to ensure energy efficiency and minimal impacts on natural resources. Proposed office buildings on the Subject Property have been oriented to maximize energy efficiency. The office buildings are generally located with their long axis facing north and south to reduce energy usage for heating and cooling. The residential buildings are generally located with their long axis facing east and west so all units receive at least a half day of sunlight. In addition, building footprints have been shaped to minimize the shadows that are cast during the shorter days of winter. Lastly, the office buildings will be designed to a minimum of Silver LEED certification or equivalent standards. Stormwater management techniques will be installed to retain the first inch of rainfall as recommended by the Comprehensive Plan. Techniques will include the use of permeable pavers on portions of roadways and hardscapes throughout the development. In addition, infiltration basins are planned to be installed beneath trees boxes used in the streetscape, and rooftop gardens may be incorporated into building designs. Other possible measures to improve water quality and reduce stormwater run off may include incorporation of bioswales, rain gardens, and vegetated buffer strips.

E. Public Facilities

The consolidation of approximately thirty (30) acres creates opportunities to incorporate public facilities to serve the Subject Property, the Tysons East District and the greater Tysons Corner area. The Applicant has identified a possible fire station location in proximity to Route 123. The Comprehensive Plan identifies Tysons East as a good location for institutional and public uses, such as educational and recreational facilities. The Applicant has identified possible educational facilities within two (2) office buildings and a possible civic use or conference center that may be located above the Park-and-Ride facility that is planned on the south side of Route 123. This proposal is a creative solution that will yield a useable space on public land for public purposes. The location is easily accessible to the Metro Station and the use will have synergy with the hotel planned at Scotts Run Station South. In addition to recreation opportunities that may be created at Scotts Run Stream Valley Park, the athletic fields located at Westgate Park may be improved with additional facilities.

IV. Program of Development

Scotts Run Station South, as a portion of the former West*Gate office park, has a tremendous redevelopment potential. Existing conditions on the Subject Property consist of eight (8) building sites that are improved with office buildings that are served by surface parking. Six (6) of the building sites are located on the east side of Scotts Run Stream Valley Park and

two (2) building sites are located on the west side of Scotts Run Stream Valley Park. The existing improvements will be removed over time and replaced by the Applicant's proposed development. Some building sites are ready for redevelopment in the short-term while others will remain as interim uses to complement new development.

Scotts Run Station South is divided into Land Bay East and Land Bay West as shown on the CDP. The East and West Land Bays are divided by the Scotts Run Stream Valley Park. The CDP has been designed so that the Scotts Run Stream Valley Park serves to link the two (2) land bays together. Connectivity is provided with a road crossing and common design elements that result in a cohesive plan of development. The Scotts Run Stream Run Valley Park is a central amenity that is incorporated into the overall development vision.

The CDP proposes a maximum of 6,658,900 gross square feet between the two (2) land bays identified as Land Bay East and Lay Bay West on the CDP. The overall land use mix varies slightly between each land bay and when combined is 53% office, 39% residential, 6% hotel and 2% retail which meets the recommendations for Transit Station Mixed Use as defined by the Comprehensive Plan. The overall maximum floor area ratio (FAR) on the Subject Property is 4.69. The maximum gross floor areas for the various uses are as follows:

Land Use Mix and FAR

Use	GSF	Percentage of Total	FAR
<u>Land Bay West</u>			
<u>Master Plan</u>			
- Office	833,045	53%	2.50
- Hotel	0	0%	0.00
- Residential Retail	718,200	46%	2.16
Total	<u>22,280</u>	<u>1%</u>	<u>0.06</u>
	1,573,525	100%	4.72
<u>Land Bay East</u>			
<u>Master Plan</u>			
- Office	2,716,135	53%	2.50
- Hotel	390,000	8%	0.36
- Residential	1,902,000	37%	1.75
- Retail	<u>77,240</u>	<u>2%</u>	<u>0.07</u>
Total	5,085,375	100%	4.68

<u>Combined Master Plan</u>			
- Office	3,549,180	53%	2.5
- Hotel	390,000	6%	0.27
- Residential	2,620,200	39%	1.85
- Retail	<u>99,520</u>	<u>2%</u>	<u>0.07</u>
Total	6,658,900	100%	4.69

Calculation of FAR is based on land area and density credit totaling 1,419,673 square feet.

Specific details are provided on the CDP, but the general development program for each land bay is described below:

Land Bay East

Land Bay East is located on the south side of Route 123 between Scotts Run Stream Valley Park and the ramp to the Dulles Airport Access Road. Comprised of approximately 24.94 acres, when combined with reserved density credits, this Land Bay is presently divided into six (6) building sites referred to as Garfield, Westgate, Van Buren, Johnson I, Johnson II and Taylor. Land Bay East is planned to be developed with six (6) office buildings, five (5) residential buildings, a hotel with a possible conference center, and supporting retail uses connected by a grid of streets. All of these uses will yield approximately 5.1 million gross square feet of development. Vehicular and pedestrian circulation will be achieved with the construction of a new main street, referred to as Station Street, that is parallel to Route 123 and serves as an east-west local serving connector through the Land Bay, as well as the planned extension of Colshire Meadow Drive, a planned collector roadway. Parking will be provided in structures located beneath each building. Retail development will be located on the first floor to activate the street and also screen portions of the parking that may be located above grade. Scotts Run Stream Valley Park is located at the western terminus of the main street and will serve as the visual focal point that links the East and West Land Bays. The building heights in this Land Bay range from 365 feet to 70 feet and taper down from Route 123. Site sections for each proposed building are included in the CDP.

Land Bay West

Land Bay West is located on the west side of Scotts Run Stream Valley Park in proximity to the Capital Beltway. Comprised of approximately 7.65 acres, when combined with reserved density credits, Land Bay West is presently divided into two (2) building sites referred to as Grant and Lincoln. Existing improvements will be removed and the Grant site will be developed with two (2) residential buildings. Two (2) office buildings will be developed on the Lincoln site. Parking will be provided in structures located beneath each building. Retail development will be located on the first floor to enhance the mix of uses and also screen portions of the parking that may be located above grade. Residential development in this Land Bay will total 718,200 gross square feet and will be located adjacent to Scotts Run Stream Valley Park to

provide residents with direct access and views of the park. Office development in this land bay will total 833,045 gross square feet.

V. Phasing of Development

With approximately thirty (30) acres of land and over six (6) million square feet of development, Scotts Run Station South will take years to complete. As redevelopment occurs, existing buildings will remain as interim uses that will complement new development. Phasing of development to planned infrastructure (vehicular, pedestrian, bicycle and transit facilities) and transportation demand management programs are critical to ensure a well-balanced, interlinked, multi-modal transportation network in Tysons Corner. In addition, the Applicant must retain the flexibility to respond to changing market conditions and, therefore, has designed both the East and West Land Bays with buildings, including associated parking, that may be constructed individually or in groups. These stand alone parcels are easily defined by the Applicant's proposed grid of streets. Generally, development may occur for each building site as follows:

- Garfield. The Garfield site is located at the east end of Land Bay East in proximity to the Dulles Airport Access Road. Garfield will be developed with two (2) residential buildings identified as Building A1 and Building B1 on the CDP that are connected by a landscaped plaza. Building A1 will consist of 246,000 gross square feet and Building B1 will consist of 221,400 gross square feet, with each building served by structured parking located beneath the building. Access to the buildings will be from Anderson Road and Old Chain Bridge Road, which are both existing roadways that are incorporated into the proposed grid of streets. These buildings may be constructed separately or together. Structured parking will be constructed concurrently with each building that it will serve. The plaza will be installed with the first building that is constructed. Any frontage improvements necessary to Old Chain Bridge Road and Anderson Road will be constructed concurrently with the first building. In conjunction with a future final development plan, a portion of unused right-of-way adjacent to Route 123 will be vacated and included in the Garfield site.
- Westgate. The Westgate site is located on the south side of Route 123 between Anderson Road and a proposed extension of Dartford Drive that is shown on the CDP as South Dartford Drive. The Westgate site is presently developed with an office building and surface parking. When redeveloped, an office building identified as Building A1 on the CDP and consisting of 486,000 gross square feet will be constructed. The office building will also include 9,720 gross square feet of retail use. Building A1 will be served by structured parking located beneath the building that will be constructed concurrently. Building A1 will have access to Anderson Road and an extension of Dartford Drive that is shown on the CDP as South Dartford Drive. Anderson Road is an existing roadway that will be incorporated into the proposed street grid as an avenue. Any frontage improvements necessary to Anderson Road and South Dartford Drive will be constructed concurrently with the construction of Building A1. In addition, the

segment of Station Street between South Dartford Drive and Anderson Road will be constructed concurrently with either the Westgate or Van Buren site, whichever site develops first.

- Van Buren. The Van Buren site is located north of the proposed Colshire Meadow Drive between Anderson Road and South Dartford Drive as shown on the CDP. The Van Buren site will be developed with a single residential building identified on the CDP as Building B1 and consisting of 378,000 gross square feet. Building B1 will also include 7,560 gross square feet of retail use, and will be served by structured parking located beneath the building that will be constructed concurrently. Building B1 will have access to Colshire Meadow Drive and South Dartford Drive. That segment of Colshire Meadow Drive between South Dartford Drive and Anderson Road will be constructed with the development of the Van Buren site. Any frontage improvements necessary to Anderson Road and South Dartford Drive will be constructed concurrently with Building B1. In addition, that segment of the main street between South Dartford Drive and Anderson Road will be constructed concurrently with either the Van Buren or Westgate site, whichever site develops first.
- Johnson I. The Johnson I site is located on the south side of Route 123 between South Dartford Drive and Colshire Drive and across the street from the Metro Station's kiss and ride facility. The Johnson I site will be redeveloped with two (2) office buildings, identified on the CDP as Buildings A1 and B1, and two (2) residential buildings, identified on the CDP as Buildings C1 and D1. Building A1 will consist of 552,000 gross square feet; Building B1 will consist of 632,310 gross square feet; Building C1 will consist of 570,600 gross square feet, Building D1 will consist of 486,000 gross square feet. The Johnson I site will also include 44,880 gross square feet of retail uses that will be distributed among the buildings. All buildings will be served by structured parking located beneath the buildings that will be constructed concurrently with each building. When developed, this site will be bisected by the proposed new Station Street and a new north-south pedestrian connector, referred to as Andrew Way. Access to the buildings will be from South Dartford Drive, Colshire Meadow Drive, Colshire Drive and Station Street. Whichever building is constructed first will include construction of Station Street and the north-south pedestrian connector adjacent to its frontage. That segment of Colshire Meadow Drive between South Dartford Drive and Colshire Drive, and that portion of Colshire Drive from Route 123 to the boundary of the Subject Property, will be constructed with the development of the Johnson I site.
- Johnson II. The Johnson II site is located between South Dartford Drive and Colshire Drive and is the subject of a pending proffered condition amendment application. As shown on the CDP, the Johnson II site will be developed with an office building identified as Building E1 and consisting of 340,000 gross square

feet. Building E1 will be served by structured parking located beneath the building that will be constructed concurrently.

- Taylor. The Taylor site is located across the street from the Metro Station's kiss and ride facility in the southwest quadrant of Colshire Meadow Drive and Colshire Drive, which are existing roadways that will be incorporated into the proposed street grid. As shown on the CDP, the Taylor site will be developed with two (2) office buildings identified as Buildings B1 and C1, and a hotel identified as Building A1. Building A1 will consist of 390,000 gross square feet; Building B1 will consist of 447,825 gross square feet, and Building C1 will consist of 258,000 gross square feet. The buildings will include 15,080 gross square feet of retail use. All buildings will be served by structured parking located beneath the buildings that will be constructed concurrently with each building. One development option includes the possible incorporation of a conference center into these uses. The Taylor site will have access to Colshire Meadow Drive and Colshire Drive. The proposed buildings may be constructed together or individually with associated parking. That segment of Colshire Meadow Drive from Scotts Run to Colshire Drive will be improved with the development of the Taylor site. In addition, that portion of Colshire Meadow Drive that crosses Scotts Run will be improved concurrently with the development of the Taylor site or the Grant site, whichever site develops first. The proffers will address the phasing of potential bridge widening in more detail. Any frontage improvements necessary to Colshire Drive will be constructed concurrently with the development of Building C1 as shown on the CDP.
- Grant. The Grant site is located in the southeast quadrant of Route 123 and Old Meadow Road, which is an existing roadway that will be incorporated into the proposed street grid. The Grant site is currently developed with an office building and surface parking that will be removed for the construction of two (2) residential buildings identified on the CDP as Building A1 and Building B1. Building A1 will consist of 275,400 gross square feet and Building B1 will consist of 442,800 gross square feet with each building served by structured parking located beneath the building. The Grant site will include 5,000 gross square feet of retail uses that may be located in one or both buildings. Access is provided from Old Meadow Road and Colshire Meadow Drive. The residential buildings may be constructed separately or together. Structured parking will be constructed concurrently with each building that it will serve. That segment of Colshire Meadow Drive from Scotts Run to Old Meadow Road will be improved with the development of the first building on the Grant site. In addition, that portion of Colshire Meadow Drive that crosses Scotts Run will be improved concurrently with the development of either the Grant site or the Taylor site, whichever site develops first. The proffers will address the phasing of potential bridge widening in more detail. Any frontage improvements to Old Meadow Road will be constructed concurrently with the first building constructed.

- Lincoln. The Lincoln site is located in the southwest quadrant of Route 123 and Old Meadow Road, which is an existing roadway that is incorporated into the grid of streets. The Lincoln site is presently developed with an office building and surface parking that will be removed for the construction of two (2) office buildings identified on the CDP as Building A1 and Building B1. Building A1 will consist of 428,420 gross square feet and Building B1 will consist of 404,625 gross square feet. Each building will be served by structured parking that will be located beneath the building. The Lincoln site will also include 17,280 gross square feet of retail use that will be distributed in the buildings. The two (2) office buildings may be constructed separately or together. Structured parking will be constructed concurrently with each building that it will serve. Any frontage improvements necessary to Old Meadow Road will be constructed concurrently with the first building constructed.

Each development site shown on the CDP includes sufficient existing or proposed street frontage for adequate access so that a specific development sequence is not necessary. Extensive landscaping, streetscapes and open spaces are detailed on the CDP and will be installed concurrently with each development site. A detailed pedestrian and bicyclist circulation plan consisting of sidewalks, trails and plazas will also be installed concurrently with the development of each building site. In addition, utilities will be installed sequentially with each segment of development. On an interim basis, surface parking on any or all of the undeveloped building sites may be provided to support proposed and existing uses.

VI. Comprehensive Plan Guidelines

The Subject Property is located in the Tysons East District of the Tysons Corner Urban Center and recommendations for its use and development are guided by the newly approved Comprehensive Plan Amendment for *Transforming Tysons* (the "Plan"). Guidance is provided in both the Areawide Recommendations and the District Recommendations, specifically the Old Meadow, Colshire and Anderson Subdistricts. The Subject Property is recommended for development as Transit Station Mixed Use, which is a land use category located in each Subdistrict. The Plan recommends that the Subject Property be redeveloped with a mix of uses with office as the predominate use in the Colshire Subdistrict and urban residential neighborhoods in the Old Meadow and Anderson Subdistricts. Each subdistrict is envisioned to be a mixed use area with increased intensity and diversity of land use including office, hotel, residential, support retail and public and institutional uses. A key feature in the Colshire subdistrict is Scotts Run Stream Valley Park. Scotts Run Stream Valley Park is identified as an accessible urban park and areawide amenity. Redevelopment is encouraged to contribute to stream and riparian buffer restoration efforts for Scotts Run Stream Valley Park. Planned intensity recommendations are based on a tiered approach. The highest intensities in Tysons Corner should be built in those areas closest to the Metro Station entrance. Approximately 38% of the Subject Property is located in Tier 1 within $\frac{1}{8}$ mile of the Metro Station entrance. Approximately 52% of the Subject Property is located in Tier 2 within $\frac{1}{4}$ mile of the Metro Station. Sites within Tiers 1 and 2 are not subject to a maximum FAR. Approximately 10% of the Subject Property is located in Tier 3, specifically between $\frac{1}{4}$ and $\frac{1}{3}$ mile of the Metro Station

Plan Guidance	Applicant's Proposal
Major Elements of the Plan	
<ul style="list-style-type: none"> • Mix and arrangement of uses 	<p>The proposed mix of uses is in keeping with the overall guidance in the Land Use section and the Old Meadow, Colshire and Anderson Subdistricts description. The Plan calls for development of the Subject Property with Transit Station Mixed Use, which includes a diversity of land uses. The diversity of land uses is reflected in the Applicant's proposal for office, residential, hotel and retail uses. In keeping with the Plan and Subdistrict recommendations, the greatest intensity will be concentrated closest to the Metro Station. As detailed on the CDP, development will be phased to the construction of transportation and public facilities.</p>
<ul style="list-style-type: none"> • Affordable and workforce housing 	<p>The proposed residential buildings are a construction type that does not generate the requirement for Affordable Dwelling Units in accordance with Article 2 of the Zoning Ordinance. Twenty percent of the proposed residential units, or approximately 477 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 office structures will be designed and constructed to meet a minimum of Silver LEED certification or equivalent standards. The design of residential and hotel structures will be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.</p>
<ul style="list-style-type: none"> • Stormwater Management 	<p>The goal of stormwater management measures for the Subject 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 proposed development will provide both water quantity and water quality controls to achieve the above stated goal. While historical water quantity controls have been focused on reducing the peak flow rates from post-developed sites to levels equal to or less than the peak flow rates for pre-developed sites, this tactic</p>

accounts for only part of the impact development has on storm water runoff. That is to say, development will affect not only peak runoff rates, but also total runoff volume. Although this historical peak shaving methodology ensures the downstream receiving channels are capable of conveying the post-developed peak flows, it does not account for the increased volume of runoff that will be generated as a result of development.

Because both the peak flow rate and the overall runoff volume introduced into the downstream receiving waters impact the condition of the streams, it is the intent of this rezoning application to commit to a stormwater management plan which not only attempts to mimic the pre-developed peak release rates, but also the pre-developed runoff volumes. In order to both control the post-developed peak flow rates and reduce the post-developed runoff volumes, it is the intent of the proposed stormwater management plan to make use of certain low impact development (LID) techniques that will aid in water runoff reduction and re-use.

In general, techniques such as green roofs, tree box filters, pervious hardscapes/streetscapes, and stormwater reuse will be integrated into the development as shown on the CDP. These techniques will both reduce the total runoff release from the development area and control the peak runoff rate. More specifically:

- **Green roofs** will allow for a portion of the runoff volume to be decreased through the uptake by plantings on the green roof.
- **Tree box filters** will also 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 insitu soils.
- **Pervious hardscapes/streetscapes** will allow for infiltration of portions of 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 insitu soils.
- **Cisterns/Stormwater reuse** will allow for runoff volume to be recycled into the water

	<p>supply of the new buildings for allowable purposes such as grey water, landscape irrigation, and air conditioning unit cooling. Instead of merely holding runoff to reduce its peak flow rate, retention vaults will 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.</p> <ul style="list-style-type: none"> • Structural BMPs • Integrated Management Practices (IMPs) Beyond reducing the volume of runoff from a post-developed site, the above LID techniques will help to reduce the peak flow rates released from a post-developed site. By reducing the overall imperviousness of the site, as well as “disconnecting” impervious areas, these techniques will reduce the peak runoff rate. This is due to the fact that times of concentration for sub areas of the site will increase for certain LID techniques, thus avoiding coincident peaks for all of the site sub areas, some using LID techniques and some not. <p>Regarding water quality, the use of green roofs and tree box filters will have a significant impact on water quality, as nutrient uptake will greatly reduce the pollutants in the site runoff. Furthermore, infiltration (pending the characteristics of the insitu soils) in both tree box filters and pervious hardscape/streetscape will greatly improve the quality of the runoff from the post-developed site. Thus, these techniques will be used to meet the established phosphorus removal requirements for the Subject Property, as determined during the rezoning process.</p>
<ul style="list-style-type: none"> • Consolidation performance objectives 	<p>The Old Meadow, Colshire and Anderson Subdistricts guidance suggests a consolidation goal of 20 acres. The Subject Property encompasses approximately 29.42 acres. The land area includes property in Tiers 1, 2 and 3. As recommended by the Colshire Subdistrict, the consolidated area includes land in both the first and second intensity tier to ensure connectivity to the Metro Station. The size, shape and location of the Subject Property will</p>

	<p>foster achievement of the performance objectives resulting in a coordinated development plan that includes a grid of streets, provides a comprehensive public open space system that incorporates Scotts Run Stream Valley Park, demonstrates how adjacent land may be developed in keeping with the Plan, and provides for the phasing of redevelopment.</p>
<p>•Transportation</p>	
<p>°Grid of streets on and off-site</p>	<p>The Applicant has worked with the other Tysons East District property owners to identify a network of streets to provide accessibility and connectivity for all modes; vehicular, pedestrian and bicycle. The goal was to create a street grid that is effective, practical and implementable. The grid includes an extension of existing Colshire Meadow Drive, a collector, from its current terminus at Colshire Drive to Anderson Road. Dartford Drive will also be extended to create South Dartford Drive, a collector/local street, that will connect Colshire Meadow Drive to Route 123. Another new connection between Route 123 and Colshire Meadow Drive will be built on the Grant site. These connections will be unsignalized right-in/right-outs and are in harmony with the adopted Plan. The improvements will provide a vehicular alternative to Route 123, thereby lessening traffic on this heavily traveled roadway. Improvements/ enhancements in accordance with Plan recommendations will also be made to existing streets that will be incorporated into a more refined street grid. These streets include Colshire Drive, Old Meadow Road and Anderson Road. New local/service streets will also be constructed within the Subject Property to further improve connectivity and circulation. The new main street is referred to on the CDP as Station Street. The proposed street grid was presented to and discussed with FCDOT representatives on February 3 and May 3, 2011. The Applicant's commitment to the grid of streets will provide major improvements in connectivity and set the framework for a new urban design.</p>
<p>°Vehicle trip reduction objectives</p>	<p>The Traffic Impact Statement ("TIA") to be submitted by Wells + Associates, Inc. on or about May 23, 2011 will include a Transportation Demand</p>

	Management (“TDM”) vehicle trip reduction goal generally consistent with the Plan (i.e., within 5% of those recommended). These reduction goals were agreed upon with FCDOT and VDOT during the scoping of the TIA. Future proffers will further detail the objectives and include a comprehensive TDM program and strategic implementation plan.
°Parking management	Parking management is critical to the success of a TDM program. The amount of parking proposed for the Subject 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 and strategic implementation plan.
°Phasing to transportation improvements and programs	The CDP provides a separate sheet to set forth the potential phasing of development to planned transportation improvements, particularly the grid of streets. The Applicant’s proffers will elaborate on the phasing commitments.
°Traffic impact analysis evaluating three time periods; first phase, interim phase and plan build-out	The TIA referenced above will provide an evaluation of existing and future conditions with and without the proposed redevelopment plan as required by VDOT’s Chapter 527 regulations and as coordinated with and agreed to by FCDOT.
•Urban Design	
°Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons.	SmithGroup, the project architect, has studied the Subject 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 mixed use urban design from the existing suburban office park configuration. Working with JJR, landscape architects, SmithGroup has provided details of building forms, massing, streetscapes and the pedestrian realm, open park areas, and private amenity spaces with particular attention to the guidance in the Urban Design section of the Plan.
°A variety of buildings heights with the tallest buildings in the ranges specified by the Building Height Map.	Eight (8) new office buildings, seven (7) residential buildings and a hotel are proposed to be developed on the Subject Property. The buildings range in height from 70 feet to 365 feet. The tallest buildings, at 24 stories, are located closest to the

	<p>Metro Station. The height recommendations of the Comprehensive Plan are provided in an attached graphic prepared by VIKA. The proposed heights are all in keeping with the Building Height Map in the Plan except for two (2) deviations. In order to establish an iconic gateway office building on the Westgate site, the building height is 277 feet, which exceeds the Plan recommendation by 52 feet. In addition, the Taylor site will include an office building of 246 feet, or 21 feet higher than the recommendation, to achieve an iconic signature building at the center of the proposed development. The additional building height on the Westgate site and the Taylor site will establish focal points that accent the skyline and contribute to an overall sense of place. The heights for these two buildings were selected in consideration of area context including existing topography.</p>
<p>°Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect.</p>	<p>Office and residential buildings have been sited to avoid canyon effects, especially adjacent to Route 123. Shadow studies have been provided as shown on 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 Plan. A preliminary analysis of the urban park standards and the needs of the future office tenants, residents and visitors to the Subject Property has been prepared. The urban park standard recommended for Tysons Urban Center is 1.5 acres for each 1,000 residents and 1.0 acre for each 10,000 employees. The 2,383 dwelling units proposed with the mixed use development are estimated to generate 4,171 residents and the 3,549,180 square feet of office development is estimated to generate 10,647 employees. Based on these estimates, the recommended park area for the Subject Property is 7.31 acres. A comprehensive park and open space plan has been developed for the provision of appropriately scaled urban parks, both public and private. These features will integrate the proposed mix of uses. Overall, 9.63 acres of public park area and private park space are provided as shown on the CDP. A series of plazas are woven through the proposed development including a landscaped plaza between the two (2) residential buildings proposed</p>

	<p>on the Garfield site, a seating area with a possible water feature at the southeast corner of Station Street, landscaped areas along Station Street, courtyards within proposed buildings and a pedestrian only corridor between Station Street and Colshire Meadow Drive referred to on the CDP as Andrew Way. All of these plazas present opportunities for outdoor activities including festivals and community events. In addition, residential buildings are planned to include roof top terraces that will be exterior social space for residents with landscaping and outdoor seating areas. The Applicant also proposes to improve Scotts Run Stream Valley Park as a part of this development. Improvements may include stream stabilization, land restoration, at grade pathways, elevated walkways, nature overlooks and underbrush and invasive plant removal. Scotts Run Stream Valley Park, as restored, will benefit the residents and office tenants of the mixed use transit oriented development as well as serve as an amenity to all of Tysons Corner and the surrounding area.</p>
<p>•Active recreation facilities</p>	<p>The Applicant will include active recreational facilities within the residential buildings, private open space areas and the public parks as described above.</p>
<p>•Public Facilities</p>	<p>In addition to providing improvements to Scotts Run Stream Valley Park that will benefit Tysons Corner as a whole, the Applicant is accommodating a number of potential public facilities as shown on the CDP. Public facilities include the provision of a fire station in proximity to Route 123, locations to accommodate possible educational facilities for George Mason University or other institutes of higher learning, a civic building or conference center in proximity to the planned hotel to be located above the Metro Station park-and-ride facility, a conference center and improvements to Westgate Park Athletic Fields. The Applicant's proffers will elaborate on these commitments.</p>

<ul style="list-style-type: none"> • Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan. 	<p>The Applicant has worked with the Tyson East District landowners to develop a proposed grid of streets for the Old Meadow, Colshire and Anderson Districts resulting in appropriately-sized, walkable blocks. Property owners to the north, south and west have filed, or are in the process of filing, rezoning applications on their properties. As the Subject Property is located at the eastern edge of Tysons, properties to the east are not planned for increases in intensity and remain in conformance with the Plan.</p>
<p>Old Meadow, Colshire and Anderson Subdistricts - Redevelopment Option Guidance Development proposals should provide for the following:</p>	
<ul style="list-style-type: none"> • The vision for the Colshire Subdistrict is to redevelop with a mix of uses with office as the predominate use. Highest intensity should be oriented to the Metro Station. These subdistricts should become more diverse in land uses, to include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations. 	<p>As previously described in Major Elements of the Plan, the Applicant proposes an integrated mix of office, residential, hotel and retail development. The highest intensity buildings are concentrated on that portion of the Subject Property closest to the Metro Station. The FAR for that portion of the Subject Property within 1/8 mile of the Metro Station is 5.87. Between 1/8 and 1/4 mile, the proposed FAR is 4.11, and between 1/4 to 1/3 mile the proposed FAR is 3.37.</p>
<ul style="list-style-type: none"> • The vision for the Old Meadow and Anderson Subdistricts is to redevelop into urban residential neighborhoods with the highest intensity oriented to the Metro Station. Portions of each 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 Recommendation, 	<p>As previously described in Major Elements of the Plan, the Applicant proposes an integrated mix of office, residential, hotel and retail development, which is in keeping with Plan recommendations as the Subject Property is within that part of the Old Meadow and Anderson Subdistricts closest to the Metro Station. The highest intensity buildings are concentrated on that portion of the Subject Property closest to the Metro Station.</p>
<ul style="list-style-type: none"> • 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 	<p>The Subject Property is large enough and with sufficient road frontage on Route 123 to provide for a grid of streets. The street grid includes new street connections and a new main street, referred to as Station Street, to complement the existing road network comprised of Anderson Road, Colshire Drive, Old Meadow Road and Dartford Drive. These existing streets will be redesigned and extended in accordance with the Plan and serve as part of the street grid. A comprehensive park and open space system has been developed to not only</p>

<p>facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.</p>	<p>meet the needs of office tenants, residents and visitors to the area, but also to draw pedestrians and cyclists to the Metro Station along pleasant and varied walking and biking routes. A detailed pedestrian circulation plan is included with the CDP. Green building practices and workforce housing are being provided in conformance with Plan guidance. A detailed phasing plan has been included with the CDP to illustrate how the streets, open spaces, parking, streetscapes 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 a total of 29.42 acres exceeds the 20 acre consolidation goal.</p>
<p>○ When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro Station.</p>	<p>The Applicant's proposed development plan includes land area in both the first and second intensity tiers. Connectivity to the Metro Station is ensured with a series of sidewalks, trails, on-road bike lanes and plazas as detailed on the CDP.</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 Subject Property, including a main street identified on the CDP as Station Street. In addition, the Applicant will construct extensions of existing Dartford Drive (local/collector street) and Colshire Meadow Drive (collector street). Improvements will also be made to the existing road network comprised of Anderson Road, Colshire Drive and Old Meadow Road that will be incorporated into the street grid and further anchor the arterial network. A comprehensive network of sidewalks, trails, on-road bike lanes and plazas along the streets and through the community will invite pedestrians and cyclists to walk and bike to Metro, as well as to the uses on the properties adjacent to the Subject Property. The Applicant has worked with the Tysons East District landowners to coordinate a complementary street grid.</p>

<p>○ In the Old Meadow Subdistrict, one circulation improvement is a new street adjacent to Scott Run. The new road should be located to avoid impacting significant natural and cultural resources on park land. New park land should be established between the new street and the stream valley to further buffer and protect the floodplain. Redevelopment along this and other planned street alignments should provide right-of-way and contribute toward street consolidation.</p>	<p>As shown on the CDP, the Applicant is constructing Grant Street/Alley parallel to Scotts Run, and Colshire Meadow Drive that will link Old Meadow Drive to Colshire Drive. Both connections are designed to avoid adversely impacting Scotts Run Stream Valley Park. A phasing plan has been included with the CDP to ensure the appropriate construction timing of these improvements with the proposed development.</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 extension of Colshire Meadow Drive to Old Chain Bridge Road is accommodated in the Applicant's development plan and necessary right-of-way will be provided. A phasing plan has been included with the CDP to ensure the appropriate construction timing of this improvement with proposed development.</p>
<p>○ In the Colshire Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road, the location and configuration of which may be adjusted at the time of development approval. Redevelopment along this alignment should provide the necessary right-of-way.</p>	<p>The extension of Colshire Meadow Drive to Old Chain Bridge Road is accommodated in the Applicant's development plan and necessary right-of-way will be provided. A phasing plan has been included with the CDP to ensure the appropriate construction timing of this improvement with proposed development.</p>
<p>● For all 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 Subject Property, including a main street identified on the CDP as Station Street. In addition, the Applicant will construct extensions of Dartford Drive and Colshire Meadow Drive as local and/or collector roads. Improvements will also be made to the existing road network comprised of Anderson Road, Colshire Drive and Old Meadow Road that will be incorporated into the street grid and further anchor the arterial network. A comprehensive network of sidewalks, trails, on-road bike lanes and plazas along the streets and through the community will invite pedestrians and cyclists to walk and bike to Metro, as well as to the uses on the properties adjacent to the Subject Property. The Applicant has worked with its neighbors to coordinate a complementary street grid. A 4' wide bicycle lane is provided on Anderson Road, Colshire</p>

	Meadow Drive, Colshire Drive and Old Meadow Road.
<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>	See response to “Urban Park Standards” above.
<p>○ Since Scotts Run is a key feature abutting the Old Meadow Subdistrict, redevelopment proposals should be designated in a manner that ensures this open space will become a more accessible resource-based active urban park. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.</p>	See response to “Urban Park Standards” above.
<p>○ In the Anderson Subdistrict, there are several opportunities to provide notable open space amenities. Redevelopment proposal 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</p>	See response to “Urban Park Standards” above. The Subject Property is not located in proximity to the Hunting Ridge neighborhood.
<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.</p>	<p>In addition to the public recreational opportunities that are provided, private recreational amenities will be provided for each residential building. These amenities could include a private roof deck, plazas and landscaped open spaces. These amenities will be detailed in future Final Development Plans.</p> <p>Twenty percent (20%), or approximately 477 units, will be provided on-site as affordable/workforce housing in compliance with the Plan recommendations.</p>

<p>•Public facility, transportation and infrastructure analyses should be performed in conjunction with any development 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>The Traffic Impact Statement (“TIA”) to be prepared and submitted by Wells + Associates, Inc. on or about May 23, 2011 will detail the impacts of the proposed development on the transportation infrastructure and identify appropriate mitigation measures. The Applicant has worked with FCDOT and VDOT staff on an acceptable scope of work for the TIA. A scope of work meeting was held with both agencies in accordance with 24 VAC 30-155 on September 28, 2010. To date, this scope has been finalized/executed by the County, and VDOT sign-off is still pending.</p>
<p>•In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in the area’s redevelopment.</p>	<p>In addition to other possible public facilities, the CDP identifies a possible location for a fire station in proximity to Route 123.</p>
<p>•Building heights in the Colshire Subdistrict range from 105 feet to 400 feet, depending upon location as described below, and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations.</p>	<p>The Building Height Map in the Comprehensive Plan shows the Subject Property falling into two different height tiers. The height recommendations of the Comprehensive Plan are provided in an attached graphic prepared by VIKA. The northern portion of the Subject Property closest to the Metro Station is located in Tier 1 with a maximum building height of 225 – 400 feet. The remainder of the Subject Property is within Tier 2 with a maximum building height of 175 to 225 feet.</p> <p>The proposed buildings range in height from 365 feet closest to the Metro Station to 70 feet furthest from the Metro Station. All proposed building heights are in accordance with Plan recommendation except for two (2) deviations. In order to establish an iconic gateway office building on the Westgate site, the building height is 277 feet, which exceeds the recommendation by 52 feet. In addition, the Taylor site will include an office building of 246 feet, or 21 feet higher than the recommendation, to achieve an iconic signature building at the center of the proposed development. The additional building height on the Westgate site and the Taylor site will establish focal points that accent the skyline and contribute to an overall sense of place. The heights</p>

	<p>for these two buildings were selected in consideration of area context including existing topography.</p>
<p>○ The lowest building heights in the Colshire Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Directly abutting the East Side District, the maximum height is 105 feet; however, buildings may be designed with step backs allowing height to increase with distance from the East Side District and through this design approach height may increase up to 130 feet. The areas closest to the Metro station building heights may be allowed up to 400 feet.</p>	<p>The Subject Property is not adjacent to the East Side District thereby lessening the concerns for a compatible transition in scale and mass. The buildings closest to the Metro Station are the tallest with a maximum height of 365 feet. The building heights appropriately taper down to 70 feet as the buildings are located further away from the Metro Station.</p>
<p>○ The lowest building heights in the Old Meadow Subdistrict are adjacent to the Regency and Encore multifamily buildings in the abutting East Side District, where the maximum building height is 105 feet to provide a compatible transition in scale and mass and to retain the viewshed of these buildings. Building heights increase with distance from the southern end of this district (abutting a portion of the East Side District), with the areas closest to the Metro station having building heights up to 400 feet.</p>	<p>The Subject Property is not adjacent to the Regency and Encore multi-family buildings in the abutting East Side District. Building Heights are in conformance with the Plan as described above.</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 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>The Subject Property is not adjacent to the Hunting Ridge neighborhood. Building Heights are in conformance with the Plan as described above.</p>
<p>● A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above</p>	<p>The conceptual route for the potential circulator is located along Colshire Drive, the extension of Colshire Meadow Drive and Old Meadow Road. The street sections as shown on the CDP provide for</p>

<p>guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.</p>	<p>the accommodation of a circulator. Future proffers will address the contribution to construction cost.</p>
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VII. Requested Waivers and Modifications

To the best of the Applicant’s knowledge, there are no known hazardous or toxic materials on the Subject Property nor are there any planned with the proposed use. Furthermore, to the best of the Applicant’s 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 Modifications

1. Modification to transitional screening requirements and waiver of barrier requirements along the East property lines (Garfield) to that shown on the CDP pursuant to Zoning Ordinance Section 13-305 Paragraph (3).
2. A 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.
3. A modification of the interior parking lot landscaping requirements of Section 13-202 Paragraph (6) of the Zoning Ordinance on all parking structures, above grade, to that shown with the CDP application.
4. Modification of the Tyson’s Corner Urban Center Streetscape Design in favor of that shown with the CDP application.
5. A 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 and office/commercial use in favor of that which is shown on the CDP/FDP.
7. Waiver of service road along Route 123 (Dolley Madison Boulevard).

8. Waiver of the maximum length of private streets as provided in Paragraph 2 of Section 11-302 of the Zoning Ordinance to allow private streets in excess of 600 ft. in length.
9. 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.
10. Waiver and/or modification of Zoning Ordinance Section 17-201 Paragraph (4) of the Zoning Ordinance 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.
11. Waiver and/or modification of Zoning Ordinance, Section 2-506.1(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.

B. Public Facilities Manual Waivers

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. A 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 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 Corner Urban Center Area Wide and District Recommendations pertaining to Urban Design Guidelines as it relates to streetscape design. These guidelines lay out the intent of trees, landscaping and streetscapes in Tysons Corner and area specified with the CDP application.
6. A modification from the tree preservation target. This modification is permitted based upon two (2) allowable deviations in the Fairfax County Public Facilities Manual. The first is §12-507.3A(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 modifications and waivers listed above are proposed to further the urban design recommendations of the Plan, specifically landscaping and streetscape. Waiver of transportation standards such as the length of service roads, maximum length of private streets, and interparcel connections will assist with implementation of the grid of streets. In addition, the modifications and waivers encourage efficient design that is necessary in an urban setting. Such efficiencies will result from minimizing loading spaces, use of tandem parking spaces and modification of parking stall dimensions. Lastly, the modifications and waivers are consistent with sustainable design elements including larger rooftop structures to meet LEED certification and underground SWM and BMP facilities for proposed residential development.

The proposed rezoning of a portion of the former West*Gate office park and its transformation into Scotts Run Station South will implement the vision for the new Comprehensive Plan for the Tysons East District. The proposed development consolidates approximately thirty (30) acres adjacent to the Metro Station and represents an integrated mix of office, hotel, residential and retail uses in a transit-oriented urban design. Connectivity is achieved with a main street that is designed as part of an overall street grid that facilitates pedestrian, bicycle and vehicular access. The street grid will be enhanced with street trees, landscaping, sidewalks, plazas and first floor retail and eating establishments. The creation of Scotts Run Stream Valley Park as a focal point of the development that is interconnected with landscaping and open space elevates the living and working environment. The development will

be characterized by innovative stormwater management techniques, sustainable design and workforce housing opportunities.

I appreciate the consideration of this application.



Thomas D. Fleury, Executive Vice President
Cityline Partners LLC

PREPARED BY:

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FAIRFAX COUNTY

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V I R G I N I A

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December 21, 2000

Philip G. Yates
Dewberry & Davis, LLC
8401 Arlington Boulevard
Fairfax, Virginia 22031-4666

RE: Sect. 2-414 of the Fairfax County Zoning Ordinance

Dear Mr. Yates:

This is in response to your letters to Jane W. Gwinn, dated November 17 and 20, 2000, requesting an interpretation as to how the minimum distances to principal buildings specified in Par. 1 of Sect. 2-414 of the Zoning Ordinance are established in the vicinity of interchanges of interstate highways and the Dulles Airport Access Road and whether such distances are measured from the existing or proposed right-of-way (R-O-W) line.

With regard to your first question, for the purpose of determining the point at which such measurement is taken at an interchange of an interstate highway, the R-O-W line of the limited access travel lanes of the interstate on either side of the interchange is projected or extended through the interchange and it is that projected or extended line from which the measurement is taken. With regard to your second question, the issue of whether such distances are measured from the existing or proposed R-O-W line is still under consideration and I will inform you of the determination once it has been made.

I hope this adequately responds to your request. Should you have any additional questions or require clarification, please do not hesitate to contact me at 703-324-1314.

Sincerely,

Donna Pesto

Senior Assistant to the Zoning Administrator

cc: Jane W. Gwinn, Zoning Administrator
Eileen M. McLane, Deputy Zoning Administrator
for Ordinance Administration Branch

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