

Planning and Zoning (P&Z) Committee

The P&Z Committee meets monthly on the last Tuesday of the month at 7:30 p.m. at the McLean Community Center, unless otherwise announced. Committee Co-chair: Mark Zetts (zetts@attglobal.net); there is an open co-chair slot.

The P&Z Committee heard two Tysons rezoning cases and a proposal to institute a new process, called Fairfax Forward, for reviewing and modifying the Fairfax County Comprehensive Plan:

Georgelas Group LLP, Springhill Station Rezoning 2010-PR-014-D and 2010-PR-014-E

The Georgelas Group has consolidated multiple properties comprising 30 acres in an area of West Tysons that is generally bounded by Springhill Road, Tyco Road and Leesburg Pike. These properties lie almost entirely within ¼-mile of the Tysons-Springhill Metro station and the redevelopment will comprise 7 million square feet of mixed-use development to be built out over a period of 25 years or more. Given the large scale consolidation, the rezoning was broken up into 5 separate rezoning applications and the first two rezonings, Parts A and B, were approved by the Fairfax County Board of Supervisors in September 2011. The next two rezonings, referred to as Parts D and E, were recently approved by the Board on February 22, 2013.

Part D

This application comprised 5 parcels of 9.86 acres with frontage on Springhill Road, Tyco Road and Route 7. It is a transit-oriented, mixed-use development of 5 residential and 2 office buildings with a maximum gross floor space of 2,786,000 square feet. The ground floor level of each building will house retail and service uses. The number of residential units will range widely from 550 to 2,035, depending on whether the units are for-sale or rental, and 20% of the units will be dedicated to affordable workforce housing.

The maximum building heights will range from 260' to 400', equivalent to 24 to 35 stories, with the tallest buildings being within 1/8-mile of the Metro station, however the final size and height of the buildings will not be determined until approval of the Final Development Plan (FDP). Of the 7 proposed buildings, the developer only sought FDP approval for one, a residential building with frontage on Tyco Road one block north of Leesburg Pike. The redevelopment of Springhill Station is a multi-decade project and no timeline was given for the phasing of build out, however the construction of the one FDP-approved building is expected to commence within 1-2 years.

Each building will have roughly 10 levels of parking, 3-4 levels underground with the remaining parking decks above ground contained inside a parking podium that features an exterior architectural treatment that disguises the parking use. A maximum of 4,600 parking spaces will be provided.

The developer has committed to providing significant transportation improvements to improve traffic flow in the area. This commitment includes the dedication of right-of-way and the construction of two new local roads and the widening of Greensboro Drive. In addition, the developer's proffers include 19,000 square feet of publicly accessible parkland and numerous monetary contributions to county schools, parks and transportation improvements within Tysons. Also, as part of the Springhill Stations rezoning, the developer purchased property inside Tysons

near Ragland Road and dedicated it to the Fairfax County Park Authority. Should an athletic field be approved for the Ragland Road Park in the Master Plan, the developer would also construct a full-sized, lighted and turfed athletic field.

Part E

Part E is a smaller development on a property at the corner of Greensboro Drive and Springhill Road with two existing office buildings. The two office buildings will remain and three new structures will be added: a high-rise commercial office building and high-rise residential building, and an additional residential building comprising a row of 10-12 urban townhouses. The developer is reserving the right to convert the high-rise residential building to a hotel and the townhouses to a retail use.

At buildout the site would have a maximum gross floor area of 1,083,000 square feet and a corresponding floor area ratio of 3.29. Should the developer opt to build the high-rise residential building it would have up to 224 dwelling units with 20% of the units dedicated to affordable housing. The maximum heights of the two high-rise buildings would be 175' to 260', equivalent to 14 to 22 stories. All three structures received conceptual development plan (CDP) approval, however the final configuration of the development will not be established until FDP approval.

The new buildings will have a mix of underground and above-ground parking for a maximum of 2,155 parking spaces and the applicant proffered to dedicate right-of-way for the construction of two new local roads, Broad Street and Logan Street, and the widening of Greensboro Drive.

Parts D and E are large and complex land use cases and the detailed plans and proffer statements can be found via links on the County's website on Tysons developments:

<http://www.fairfaxcounty.gov/tysons/development/> These rezonings are in compliance with the Tysons Comprehensive Plan guidelines that recommend pedestrian-friendly, transit-oriented, mixed-use development within ¼-mile of Tysons' four Metro stations. On February 6, the MCA Board passed two resolutions in support of the Parts D and E which can be found on the MCA P&Z webpage: <http://mcleancitizens.org/pz.asp>.

Cityline Partners LLP, Scotts Run Station Rezoning 2011-PR-010 and 2011-PR-011

Cityline's Scotts Run rezoning applications consolidated 30 acres comprising 10 properties in East Tyson, all of which lie within ¼-mile of the McLean-Tysons Metro Station. This area is generally bounded by Anderson Road to the east, Dolley Madison Boulevard (Rt.123) to the north and Old Meadow Road to the west. These properties, formerly part of the West*Park office park complex, are currently developed with 7 commercial office buildings with 420,000 sf of gross floor space. These two rezoning cases propose a multi-decade, transit-oriented development that will replace these 7 existing structures with 16 new high-rise buildings: 8 commercial office, 7 residential and 1 hotel.

Scotts Run East 2011-PR-011

The Scotts Run East, the larger of the two developments, spans the area between Anderson Drive and the Scotts Run stream valley. It will be redeveloped with 6 residential buildings, 5 commercial office buildings and 1 hotel for a total of 5.1 million square feet of gross floor space and a maximum FAR of 4.57. The development will also provide 116,240 square feet of ground

floor retail, most of it located close to the Metro station. The hotel will have a maximum of 360 rooms and the residential use will provide a maximum of 1,917 dwelling units with 20% dedicated to affordable workforce housing. The hotel will be situated adjacent to the Kiss & Ride facility, directly across the street from the McLean-Tysons Metro station.

Of the 13 buildings, the applicant sought FDP approval for 2 residential buildings located at the corner of Dolley Madison Boulevard and Anderson Road which are expected to be constructed in 1-2 years. The height of these structures will be 15 and 6 stories with the taller building fronting on Dolley Madison Boulevard. The remaining buildings will range in height from 14 to 32 stories, however the actual heights will not be determined until FDP approval. In general, building height will decrease with distance from the Metro station.

A maximum of 6,770 parking spaces will be provided in below and above-ground parking levels for a ratio of 1.5 parking spaces for every 1,000 square feet of office floor space. The parking space ratio for residential units will vary from 1.3 to 1.5 parking spaces per unit.

The applicant is proffering to construct a new Fire and Rescue Station and a turf and lighted athletic field on a property at the end of Old Meadow Lane and to dedicate the facilities to Fairfax County. Another significant proffer is the restoration of 900 feet of Scotts Run Stream Valley Park between Colshire Meadow Drive and Dolley Madison Boulevard and the segment of the stream valley directly adjacent to the Taylor Block. These improvements will include a pedestrian bridge, pathways and terraces to encourage use of the park.

Proffered transportation contributions include, in part, the construction of two new local roads, South Dartford Drive and Station Street, and the extension of Colshire Meadow Drive from Colshire Drive to Anderson Road. In addition, Colshire Drive and Anderson Road will be straightened and widened.

Scotts Run West 2011-PR-010

This second case rezones two properties of 6.9 acres with frontage on Old Meadow Drive. These parcels are currently developed with two 88,000 sf office buildings. They will be replaced with 4 buildings, 3 office and 1 residential, for a total development of 1.57 million square (FAR 3.52).

While none of the buildings have received FDP approval, the heights of the three office buildings are tentatively 28, 18 and 13 stories. The residential building will be 24 stories with 391 dwelling units. A maximum of 2,284 parking spaces will be provided with parking ratios similar to the Scotts Run East development.

To improve vehicular circulation, the applicant will build two new local streets, Lincoln Road and Grant Road, and widen the Old Meadow Road. In addition the applicant agreed to fund the preliminary design plans for the implementation of a SuperStreet configuration for Dolley Madison Boulevard at the intersection of Dolley Madison Boulevard and Old Meadow Drive.

As with all Tysons rezoning approvals under the new Comprehensive Plan, the proffer statements for both Scotts Run Station rezonings include contributions to public schools, parks, affordable housing and Tysons transportation improvements as each building is constructed.

With the contribution to public facilities, stream valley restoration and compliance with the Tysons Comprehensive Plan, MCA adopted resolutions in support of the Scotts Run East and

West rezonings on March 13. At its April 9 public hearing, the Board of Supervisors approved both rezonings.

6862 Elm Street (JBG) and The Ashby (WRIT) Rezoning (McLean CBC)

While neither applicant has returned to give P&Z an update on their respective development proposals, in January the County received applications from both developers to amend the McLean Comprehensive Plan. County policy permits developers to submit a Comp Plan amendment application, concurrent with a rezoning application, when the rezoning is in a revitalization area which the McLean CBC is. While we have not read the applications, the County describes them as 'Evaluate subject areas for residential mixed-use development'. The committee will be extending an invitation to both developers to brief P&Z in the next 2 months.

Old Chesterbrook Shopping Center

This shopping center on Old Dominion Drive has a building in the north-east corner (not directly visible from Old Dominion) with 5 leasable units. With the downturn in retail, there are 3 vacant stores and the owner is having difficulty leasing them. The 1986 proffers limit this building to retail only which excludes retail services such as hair dresser, nails, a sandwich shop, etc. The additional uses sought by the owner would not increase the need for parking or require additional signage. Based on this and neighborhood retail nature of the uses sought, the committee voiced no objections. The owner plans to submit a proffered condition amendment application and it will go through the normal County evaluation process including public hearings at the Planning Commission and Board of Supervisors.

Fairfax Forward

The County is instituting a new process for submitting and processing amendments to the Comprehensive Plan that would replace the Area Plan Review (APR) Cycle. Since the mid-1980s, every 4 years the County has conducted two APR cycles, one for South County and one for North County whereby anyone could submit a nomination to amend the Fairfax County Comprehensive Plan. The nomination would be reviewed by County staff and usually a citizen task force set up by the district Supervisor, and after further staff evaluation a recommendation would be sent to the Planning Commission as to whether the proposed Plan text should be adopted.

One drawback of this system is the proposed change in Comp Plan guidance would usually be specific to one parcel and the nominations were not evaluated in a comprehensive manner that assessed the broader impact of such a change. Another disadvantage is the 400-some individual nominations received every 4 years consumed an exorbitant amount of staff resources. Yet a third problem that is providing the impetus to change the Comp Plan review process is there are many areas of the Comp Plan that are out of date and they need to be updated to reflect some of the developments and changes that have occurred over the past 15-20 years. These needed Comp Plan updates would not change the land use recommendations, but rather bring up to date the narrative that describes the current, as-built environment of each area of the County to reflect new roads, transit, redevelopments, etc., that have occurred. Prior to proposing the new Fairfax

Forward work program, staff solicited feedback from various citizen groups throughout the County to get their feedback on the pros and cons of the APR Cycle process.

The new Fairfax Forward process involves a work program where several areas of the County will be studied over a three year period. During this study period County staff would solicit proposed changes to the Comp Plan and they would collectively be evaluated as part of the area study. Over a period of 10 years, every area of the County will have been studied, including changes to the Policy Plan. Detailed information can be found on the County's website: <http://www.fairfaxcounty.gov/dpz/fairfaxforward/>

A goal of the new process is to increase community awareness and involvement in the Comp Plan amendment process and land use planning. Given the nature of this change, the Planning Commission is recommending the Fairfax Forward Work Program be conducted as a two-year pilot program to assess its effectiveness, efficiency and the degree to which the public participates and contributes to the work program. After two years, County staff is to perform an assessment and make recommendations to the Planning Commission and Board of Supervisors on how to improve the program. The Board of Supervisors will hold a public hearing on Fairfax Forward on April 30.