



**McLean Citizens Association Resolution
Cityline Partners LLC
RZ/CDP 2011-PR-009
Tax Maps 29-4 ((5)) 9, 9A, 10A
May 29, 2015**

Whereas, Cityline Partners LLC seeks to rezone Land Bay A-2 of Scotts Run Station North, formerly known as the WestGate Cleveland site, from the C-3 Office district to the Planned Tysons Corner (PTC) district; and

Whereas, the subject property comprises 3 parcels of 9.4 acres, plus right-of-way along Scotts Crossing Road, and is currently developed as a 711-space interim commuter parking lot; and

Whereas, the property is adjacent to the McLean Metro station and is fully situated within 1/4-mile of the station with frontage on Scotts Crossing Road; and

Whereas, while the property seemingly abuts Dolley Madison Boulevard to the south, Washington Metropolitan Area Transit Authority (WMATA) owns a strip of property 50-foot wide under and along the Silver Line guideway that deprives Citiline of frontage on Dolley Madison Boulevard; and

Whereas, the property is bounded by Gates of McLean condominiums to the north, right-of-way for an exit ramp of the eastbound Dulles Airport Access Road (DAAR) to the east, and Capital One Bank headquarters property to the west; and

Whereas, the applicant further seeks approval of a Conceptual Development Plan (CDP) that proposes a transit-oriented, mixed-use development of 6 high-rise buildings: 3 residential multi-family and 3 offices buildings; and

Whereas, the office buildings would be situated adjacent to Dolley Madison Boulevard and the Silver Line, in part to shield the residential buildings from the Metro train noise; and

Whereas, the development would have a maximum of 954,000 square feet of office space and, with the approval of this office space, the amount of built and approved office space in Tysons would not exceed the Initial Development Level of 45,000,000 square feet recommended by the Comprehensive Plan; and

Whereas, the three residential buildings would be located adjacent to the Scotts Run Stream Valley for its desirable wooded viewshed; and

Whereas, the applicant would reserve the right to build a 216-room hotel in place of one of the office buildings; and

Whereas, up to 49,000 square feet of ground floor retail and services would be provided, most of which would be centrally located on both sides of Grover Street; and

Whereas, the site has constrained access, as ingress/egress is limited to Scotts Crossing Road, and the applicant has agreed to limit the maximum floor space to 1.2 million square feet and a floor area ratio (FAR) of 2.37 if new road connections cannot be constructed to improve vehicular access to the property; and

Whereas, if a road connection were established to either Dolley Madison Boulevard and the DAAR exit ramp to the west, then the development would be entitled to a maximum gross floor area of 1.5 million square feet and a corresponding FAR of 2.96; and

Whereas, a maximum of 497 residential units would be provided with 20% of the dwelling units dedicated as workforce housing; and

Whereas, the proposed heights of the six buildings would vary between 6 and 36 stories, or 103' and 332', with the tallest building located closest to the Metro station, then the height dropping lower as distance from the station increases; and

Whereas, the final size and height of these buildings would be established at Final Development Plan approval; and

Whereas, the development would provide a maximum of 2,188 parking spaces and the parking space ratio for residential units would vary between 1.3 to 1.6 spaces per unit, depending on the number of bedrooms; and

Whereas, the property would have 33% open space including Scotts Run Park (2.3 acres) and Frances Park (0.76 acre) which is planned for both active and passive recreation; and

Whereas, development of the property would occur in phases over a very long timeline, and the applicant proposes to keep the remaining portion of the commercial parking lot operational as the individual buildings are constructed; and

Whereas, the applicant is proffering to construct two public streets: Grover Street, running parallel to Dolley Madison Boulevard, and North Dartford Drive, running parallel to Scott Crossing Road; and

Whereas, the applicant would work with WMATA, Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) for approval to connect North Dartford Drive to Dolley Madison Boulevard; and

Whereas, the applicant would work with VDOT for approval to connect Grover Street to Scotts Crossing Road for an optimal right-in and right-out intersection; and

Whereas, the applicant would work with Metropolitan Washington Airports Authority (MWAA), VDOT and FHWA for approval to construct a connector road from the eastbound DAAR exit ramp to Scotts Crossing Road; and

Whereas, right-of-way would have to be acquired from the Gates of McLean Condominium Owners Association in order to extend the connector road all the way to Scotts Crossing Road; and

Whereas, if the applicant were unable to acquire off-site right-of-way to complete the planned road improvements, should the Fairfax County Board of Supervisors then acquire the right-of-way, the applicant would be responsible to pay the condemnation award and all related fees; and

Whereas, the applicant would proffer right-of-way, construct a portion of the connector road and make a contribution of \$0.62 per square foot of development towards the completion of the connector road; and

Whereas, in conjunction with the applicant's two earlier rezoning approvals for Scotts Run Station South in 2013, the applicant proffered a full-size athletic field and a new fire station on Old Meadow Lane to be delivered in 2020; and

Whereas, the applicant's proffers would include, but not be limited to:

- a) Contribution of \$45,000 towards the construction of the Rt. 123 superstreet,
- b) Contribution of \$1,042 for each residential unit and \$6.71 for each new square foot of office and hotel space to the Tysons Road Fund for grid-of-street improvements,
- c) Contribution of \$1,042 for each residential unit and \$5.87 for each new square foot of office and hotel space to the Tysons Road Fund for Tysons-wide road improvements,
- d) Contribution of \$10,825 for each expected student (based on 0.097 student per dwelling unit) to the Fairfax County School Board,
- e) Contribution of \$3.00 for each new square foot of office and hotel space towards Affordable/Workforce Housing,
- f) Provision of on-site recreational facilities for the residents of the property expending a minimum of \$1,800 per dwelling unit on such recreational facilities,
- g) Provision of paved bike lanes on Grover Street and bike racks, bike lockers and bike storage areas throughout the property,
- h) Committing to Travel Demand Management (TDM) goals for the subject property to gradually reduce weekday peak hour vehicle trips 55% as Tysons reaches a maximum development level of 113 million square feet; and

Whereas, the proposed rezoning and conceptual development plan are in compliance with the Tysons Comprehensive Plan;

Now, therefore, be it resolved that the McLean Citizens Association supports rezoning application RZ 2011-PR-009 and development plan CDP 2011-PR-009.

*Approved by the MCA Executive Committee on behalf of the Board of Directors
May 29, 2015*

McLean Citizens Association, PO Box 273, McLean, Virginia 22101

cc: Linda Smyth, Providence District Supervisor
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