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February 14, 2022

Tracy D. Strunk
Director, Zoning Evaluation Division
Fairfax County Department of Planning & Development
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Request for Proffered Condition Amendment/Conceptual Development Plan
Amendment for RZ 2011-HM-032
JBG/Tysons Hotel, L.L.C. (the "Applicant")
Tax Map Parcels 29-3 ((34)) 2, 3B, 4B, 5 and 6 (the "Subject Property")

Dear Ms. Strunk:

This letter serves as a statement of justification for applications seeking a partial Proffered Condition Amendment ("PCA") and Conceptual Development Plan Amendment ("CDPA") related to RZ 2011-HM-032. The Applicant, JBG/Tysons Hotel, L.L.C. is the property owner. The Subject Property consists of five parcels, and is part of a larger development referred to as Tysons West. The Subject Property is zoned to the Planned Tysons Corner Urban ("PTC") District and Highway Corridor ("HC") and Sign Control ("SC") Overlay Districts, and is subject to proffers dated August 23, 2013. A companion FDP, FDP 2011-HM-032, was approved by the Planning Commission on July 13, 2013. The Applicant proposes an adaptive reuse of the existing and vacant Sheraton Hotel and parking structure, known as Building E and located on Parcel 2 and 3B, to a naturally affordable multi-family residential building, with a maximum of 544 units. Modifications to Building C, located on Parcel 4B, are also proposed.

Property Description and Background

The Subject Property containing approximately 11.49 acres, is currently accessible from Westwood Center Drive, Ashgrove Lane, Sheraton Tysons Boulevard, and Cornerstone Boulevard. It is bounded by a ramp from the Dulles Airport Access Road (DAAR) to the north, auto dealerships and storage zoned PTC and C-7 across Route 7 to the east, office, retail and auto

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dealerships zoned C-7 and PTC to the south, and office and residential (Westwood Village) zoned PDH-12 and PDC to the west.

On September 24, 2013, the Board of Supervisors (BOS) approved rezoning application RZ 2011-HM-032, subject to proffers dated August 23, 2013. The BOS approved a Conceptual Development Plan (CDP) with RZ 2011-HM-032, which permitted a mixed use development in five buildings (A through E) with residential, retail, office and hotel uses with a maximum of 1,792,961 gross square feet at a floor area ratio ("FAR") of 2.75.

FDP 2011-HM-032, was approved by the Planning Commission on July 31, 2013, subject to FDP conditions dated July 31, 2013. The FDP included two existing buildings to remain (Buildings D and E) and construction of a new residential building referred to as Building C. Existing Building E (430,820 SF) is the shuttered Sheraton Tysons Hotel located on Parcel 2, with an associated parking structure on Parcel 3B and a portion of Parcel 4B. Building D (182,141 SF) is the existing Wal-Mart building with other commercial uses. Building D is not included in this application. Building C refers to an approved, yet unbuilt, multi-family residential building with ground floor retail uses to be located on Parcels 3B and 4B adjacent to the intersection of Route 7 and future Yard Street. Building C is approved for a maximum of 450,000 SF with up to 400 dwelling units and between 15,000 SF to 50,000 SF of retail/service uses. On November 26, 2018, an interpretation was approved, which allowed for revised phasing of Building C. In addition, the CDP depicts additional development to include a high rise office building (Building A), and high rise residential building (Building B) on Parcels 5 & 6. Those parcels are currently developed with interim retail uses.

Description of Development Proposal (PCA/CDPA)

Building E

The Applicant seeks a partial PCA and CDPA to allow for the adaptive reuse of the existing and vacant Sheraton Hotel and parking structure. As part of the original rezoning application and approval, Building E was planned to remain and continue to operate as the Sheraton Tysons Premiere Hotel. Repvblik AR LLC ("Republik"), the contract purchaser of the hotel site, proposes to convert the shuttered hotel into naturally affordable dwelling units (predominately studio and 1-bedroom units). These units will be small in size and offer a more affordable housing opportunity. By repurposing existing structures, the cost of building housing is reduced, and as a consequence, rents are lower than for new construction.

Building E will include up to 544 multi-family dwelling units and up to 5,000 square feet of ground floor retail. Concurrent with the PCA/CDPA application, the Applicant intends to seek a parking reduction for the studio, 1-bedroom and 2-bedroom unit types, resulting in a total of 337 parking spaces for Building E. The proposed unit mix will not include any 3+ bedroom units. The conversion of an existing hotel building to multi-family residential will result in a high percentage of studio units (± 85 percent) that will be on average smaller than typical market rate units and as a result be more affordable than typical studio or 1-bedroom units in Tysons. Studio units typically have lower parking demands than 1-bedroom units. Affordable units typically have a lower

parking demand than market rate units, especially when located proximate to metrorail. The parking reduction would allow for the conversion of 49 existing surface spaces that currently serve Building E into a new public park between Building E and the Westwood Village community to the west.

Building C

The adaptive reuse of Building E, and the retention of its structured and surface parking requires revisions to the approved design for Building C. The Applicant is proposing two options for Building C, a multi-family building with ground floor retail. The first option proposes a 4 to 8 story mid-rise (stick construction) building type consistent with the building approved with the 2018 interpretation. Under Option 1, Building C will be a maximum of 250,000 SF with up to 245 dwelling units and between 3,000 SF to 7,000 SF of retail/service uses. The second option proposes an 8 to 10 story light gauge steel building. Under Option 2, Building C will be a maximum of 300,000 SF with up to 300 dwelling units and between 3,000 SF to 7,000 SF of retail/service uses.

Transportation Impacts

As a result of the adaptive reuse of Building E from a hotel to a residential use and reduction of uses in Building C, the subject PCA/CDPA would result in overall fewer weekday AM peak hour vehicle trips, fewer weekday PM peak hour vehicle trips, and fewer Saturday peak hour vehicle trips. It would also result in fewer weekday and Saturday daily vehicle trips.

Proffered Commitments

The original Proffers and the CDP for Tysons West include detailed requirements for development of each Building, including the bulk, scale, and layout of proposed buildings. Additional elements include minimum and maximum gross floor area; architectural design; build-to-lines and streetscape activation; minimum and maximum building height; landscaping; parks and open space; transportation improvements; affordable housing; stormwater management; and parking. The Applicant proposes to retain the proffered commitments to dedicate right-of-way for the future ramp connection to the Dulles Airport Access Road, implement transportation demand management (TDM) programs, provide enhanced stormwater management measures, and incorporate green building elements.

A number of proffered parks are proposed to be revised with this application as depicted on the landscape plan. The proposed parks will provide a variety of passive and active recreation amenities designed with guidance from the Tysons Urban Design Guidelines. 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 approximate 1,113 dwelling units together with the commercial development proposed is estimated to result in a recommended park requirement of 2.53 acres, as shown on Sheet L3.1. The CDPA provides approximately 2.90 acres of urban park space that is comprised of urban plazas, pocket parks, recreational focused parks, and linear parks spread throughout the Subject Property, as well a credit for the athletic field contribution.

Comprehensive Plan Recommendations

The Subject Property is located in the Tysons West District of the Tysons Urban Center in the Area II Comprehensive Plan (the “Plan”). The Subject Property is located in the Tysons West District of Tysons Urban Center section of the Plan. Guidance is provided in both the Areawide Recommendations and in the more site specific Tysons West - South Subdistrict recommendations. In general, the Plan recommends that the Tysons West District redevelop into a new arts and entertainment area for Tysons. The Property is recommended for two land use categories. The Plan recommends that the area between Westwood Center Drive and Ashgrove Lane be redeveloped in keeping with the Transit Station Mixed Use land use category, which contemplates an office use component of no more than 65 percent and a residential component of approximately 20 percent or more. The portion of the Subject Property north of Ashgrove Lane is planned for Residential Mixed Use which is described as primarily residential (approximately 75 percent or more) with a mix of other uses such as office, hotel, arts/civic, and supporting retail and services.

Parcel 4B and a small portion of Parcel 3B are located within ¼ mile of the Spring Hill Metro Station entrance, and as such are not subject to a maximum FAR, except office uses which are limited to a 2.5 FAR. Significant portions of Parcels 2 and 3B are located between ¼ and ½ mile from the Station entrance. The remaining area of Parcel 2 (~44,020 SF) is located between ½ and ¾ mile of the station entrance. The Plan recommends that the area between ¼ and ½ mile from the station entrance be developed with a maximum FAR of 2.0 (excluding bonuses), except that development with residential uses and no high trip generating uses within ¼ and ½ mile may develop up to 2.5 FAR (excluding bonuses). A twenty percent bonus on residential uses is provided for the provision of affordable housing.

The proposed revisions in this application result in a slight decrease in the overall GFA and FAR for Tysons West. The GFA is reduced from 1,792,961 SF to 1,649,961 SF, with a resultant decrease in FAR from 2.75 to 2.53. The mix of uses under Option 1 is 26 percent office, 13 percent retail, and 61 percent residential. Under Option 2, the mix is 25 percent office, 13 percent retail, and 62 percent residential. This is in conformance with Comprehensive Plan guidance.

The Plan also provides guidance on street grid, urban design, urban park standards and a host of other topics. With the original rezoning of the site in 2013, all Plan recommendations were met.

Waivers and Modifications

To the best of our knowledge, there are no known hazardous or toxic materials on the Subject Property or any planned with the proposed use. The proposed development complies with all current applicable land development ordinances, regulations, and adopted standards, except as follows and as noted on the CDPA:

1. The Applicant requests a reaffirmation of all waivers and modifications previously approved with RZ 2011-HM-032.

2. The Applicant requests a modification of subsection 2105.6.A(7) of the Zoning Ordinance for the Tyson's Urban Center streetscape design in favor of that shown on the CDPA. Specifically, due to existing conditions, the Applicant requests a modification to allow the sidewalk for a portion of Ashgrove Lane adjacent to Building E be placed at the back of curb. A modification to allow a reduced building zone width for a portion of Route 7 adjacent to Building C is also requested due to the location of above-grade transformers that were approved on a previous site plan.
3. The Applicant requests a modification of subsection 6102.1.B(6) of the Zoning Ordinance which requires a description of how valet parking, tandem parking, or shuttle arrangements will be managed. The tandem spaces and valet spaces will be controlled by building management, and residential and office uses will be provided in accordance with the parking plan submitted with the CDPA. Proffer 41 states that tandem and valet parking will be permitted, and subject to Board approval, will count toward parking requirements. Consistent with the proffered commitment, the exact number of spaces will be refined with approval of FDPs and determined at the time of site plan based on the specific uses, number of residential units, and bedroom mix.
4. The Applicant requests a modification/waiver of interior parking lot landscape requirements for existing garages and spaces on private streets as permitted per subsections 5108.5.B(5) and 5108.5.B(6) of the Zoning Ordinance in favor of that shown on the CDPA. Conformance with interior parking lot landscaping requirements will be demonstrated on subsequent FDP applications.
5. The Applicant requests a modification of the peripheral landscape requirements for above grade parking structures and parking on private streets as permitted per subsection 5108.5.B(3) of the Zoning Ordinance. Consistent with the Tysons Urban Design Guidelines, the peripheral landscaping for above grade parking structures will be provided using trees within the urban streetscapes where garages are adjacent to street frontage. When above grade parking garage structures are adjacent to non-street frontage, screening will be provided by existing topographic features or other urban design elements.
6. The Applicant requests a waiver of subsections 8100.7.E(12), 8100.7.E(13), and 8100.7.E(14) of the Zoning Ordinance, which require site plans to meet all the requirements set forth in Fairfax County Ordinances and the Public Facilities Manual ("PFM"), unless waived by the Director of the Land Development Services ("LDS") Site Development and Inspections Division ("SDID"). The Applicant requests this waiver so that the improvements designed in accordance with the Tysons Urban Design Guidelines may be implemented as outlined in the CDPA and proffers.
7. The Applicant requests a waiver from the transitional screening and barrier requirements along the northern lot line in favor of that which is shown on the CDPA. Per subsection 5106.7.J of the Zoning Ordinance, transitional screening and barriers may be waived or modified when the property abuts the right-of-way of the combined Dulles International Airport Access Highway and Dulles Toll Road.

Summary

Approval and construction of the proposed development will continue the implementation of the Tysons vision, by creating a dynamic, mixed-use neighborhood. The adaptive reuse of existing structures with a naturally affordable housing product promotes sustainability and helps make this lifestyle available to many.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

A handwritten signature in blue ink that reads "Elizabeth D. Baker". The signature is written in a cursive, flowing style with a large initial "E".

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