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April 22, 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-PR-017
Commons of McLean L/CAL LLC (the “Applicant”)
Tax Map Parcels 30-3 ((28)) (1) B, 3A, 2, 4 and 30-3 ((28)) 6, 8 and B4 (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-PR-017. The Subject Property consists of seven parcels, and is part of a larger development referred to as McLean Crossing, formally known as The Commons. The Subject Property is zoned to the Planned Tysons Corner Urban (“PTC”) District, and is subject to proffers dated May 20, 2013. A portion of the Subject Property lies within the Highway Corridor (“HC”) Overlay District. A companion final development plan (“FDP”), FDP 2011-PR-017, was approved by the Planning Commission on May 9, 2013. The Applicant proposes a partial PCA and CDPA to modify the site design, reduce the amount of residential uses, add hotel, office and retail components, and revise the park components.

Property Description and Background

The Subject Property containing approximately 18.7 acres, is located on both sides of Anderson Road in the Tysons East District. The Subject Property is located to the east of the southern entrance to the McLean Metro Station, which is accessed from Dolley Madison Boulevard/Route 123. The Subject Property is bordered by The Commons Shopping Center to the southeast zoned C-8, the MITRE office campus zoned PTC to the southwest, and the approved Scotts Run Station South development zoned PTC to the northwest. Existing townhouse, multi-family residential

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developments, and single-family detached dwellings, zoned PDH-12, PDH-20 and R-1 respectively, are located to the northeast of the Subject Property.

On June 4, 2013, the Board of Supervisors (the "Board") approved rezoning application RZ 2011-PR-017, subject to proffers dated May 2013. The Board approved a Conceptual Development Plan ("CDP") with RZ 2011-PR-017, which permitted a predominately residential development with an overall floor area ratio ("FAR") of 2.87. The CDP depicts seven buildings with 2,622,400 square feet ("SF") and up to 2,571 units. FDP 2011-PR-017, was approved by the Planning Commission on May 9, 2013, subject to FDP conditions dated April 17, 2013. The FDP included Building 1, which is located at the corner of Anderson Road and Chain Bridge Road, and which has been constructed. Known as the Kingston, Building 1 includes 341,335 SF of residential use (319 units) in a 15-story structure. No other buildings have been FDP approved.

Including Building 1, which is not a part of the PCA application area, approximately 6.42 acres are located within ¼ mile of the McLean Metro Station's southern entrance. Approximately 10.02 acres are located within ½ mile of the station entrance, and the remaining 4.52 acres are all located within ½ mile of the station entrance.

Description of Development Proposal (PCA/CDPA)

Since the approval of RZ 2011-PR-017, the Applicant has determined that an infusion of a mix of uses is needed to allow this community to develop and prosper, and become a truly activated urban neighborhood in keeping with the vision for Tysons. In order to implement this community as envisioned, the Applicant seeks a partial PCA and CDPA to modify the site design, adjust the amount of residential uses, add hotel, continuing care facility ("CCF"), office and retail components, and revise the park components.

This new community has been rebranded as McLean Crossing. The proposed design is in many ways similar to the approved CDP, but with its emphasis on creating more activated streets and a clearer connection to the McLean Metro Station. Residential and office uses are added close to the station with a public plaza creating a civic gathering space at the corner of new Dartford Drive and Chain Bridge Road. Retail uses have been planned adjacent to the plaza and also continue on both sides of two of the local streets identified as Montfair Drive and Goodman Lane. Goodman Field, a full size athletic field, is provided at the corner of Anderson Drive and Colshire Drive. The field is built on a parking deck, of which portions at street level are lined with retail uses. The parking under the field provides parking for both field users and retailers. A hotel or multi-family residential building has been added on the northeast side of Anderson Road and serves as a strong visual terminus for the central spine street known as Birdwood Avenue as well as anchors the entrance of the project along Anderson Road.

A total of 12 buildings are proposed, including the existing Kingston. New buildings are identified as Buildings 2 through 12. The resultant development programs includes a total of a maximum of 2,622,135 SF. The Applicant proposes optional uses for Buildings 6, 7, and 9. For ease of discussion, the development scenario with the greatest amount of non-residential use is referred to as the "Base Development". The scenario with the greatest amount of residential use is referred

to as “Option 1 Development” and the scenario with the greatest amount of office use is referred to as “Option 2 Development”.

Building heights vary throughout. High-rise residential buildings, Buildings 2, 3, 4, and 6 include penthouse and rooftop amenity space in the overall height calculations. The tallest buildings are located proximate to the metro, with lower heights on the northeast side of Anderson Road and along Colshire Drive, in keeping with Plan guidance.

Parks and open space are key components of the site design. The development program results in a public park expectation of 6.466 acres. The proposed park program provides 6.444 acres of public park space. While this proposal generates 0.57 of an athletic field, the CDPA includes the construction of Goodman Field, a full-size athletic field. Although the proposal is minimally deficient in urban park space by 0.022 acre (958 SF), the urban parks that are provided are of the highest quality with numerous amenities for the public. These parks are strategically located throughout the property and in addition to the athletic field, include sport courts, playgrounds, a dog park, plazas, and pocket parks. These parks complete the neighborhood as a place to live, work and play.

The maximum proposed development level for McLean Crossing is 2,622,135 SF of mixed use development for an overall FAR of 2.87. Specific details are provided within the CDPA, and the general program for each building is described below.

Building 1 is the Kingston, which is located adjacent to the intersection of Chain Bridge Road and Anderson Road. The Kingston is a 160 foot tall, 341,335 square foot multi-family building with 319 dwelling units. Building 1 is not part of the PCA application area, but is included in the development tabulations, land use mix, and intensity tier analyses for consistency. Please note that the approved CDP and FDP development tabulations for Building 1 permit a total of 331 units. To be consistent, 331 units are reported in the tabulation on the CDPA even though only 319 units were built.

Building 2 will be located to the southwest of Building 1 on the southern side of Coupe Alley. Building 2 will be a high-rise residential tower with ground floor retail, elevated private amenity space, and loading and underground/podium parking accessed from Coupe Alley. The building will be a maximum of 223 feet in height (21 stories), approximately 20 feet of which includes mechanical penthouse and architectural features. Building 2 will contain a maximum of 462,750 SF of residential use (465 dwelling units) and 20,500 SF of ground floor retail space.

Building 3 will be located south of Anderson Road east of Birdwood Avenue. It will be a maximum of 333,750 SF in size with an estimated 335 dwelling units and will include elevated private amenity space. It will have a maximum height of 195 feet (16 stories), including approximately 20 feet of mechanical penthouse and architectural features. Loading and underground/podium parking access will be provided on Coupe Alley.

Building 4 sits adjacent to Building 3 and is located at the intersection of Anderson Road and Goodman Lane. Building 4 will be 15 stories high with elevated private amenity space, and loading and underground/podium parking access provided on Coupe Alley. Approximately 301,500 SF in

size, Building 4 will be a maximum of 185 feet in height, inclusive of mechanical penthouse and architectural features, and will house a maximum of 305 dwelling units.

Building 5 will be located to the south of Buildings 3 and 4 west of Goodman Lane between Coupe Alley and Montfair Drive. Building 5 will be a multi-family residential building with ground floor retail, elevated private amenity space, and loading and underground/podium parking accessed from Coupe Alley. The building will be a maximum of 120 feet in height (11 stories), and will contain a maximum of 330,000 SF of residential use (330 dwelling units) and 22,500 SF of ground floor retail.

Building 6 will be located in the southwestern portion of the Property, west of Goodman Lane between Montfair Drive and Dartford Drive. Loading and underground/podium parking access will be provided from Dartford Drive. There are two options for Building 6. For the Base Development, the building will be a maximum of 225 feet in height (16 stories) and will contain a maximum of 350,000 SF of office use and 40,000 SF of ground floor retail. Under the Option 1 Development scenario, the building will be a maximum of 180 feet in height (14) stories, approximately 20 feet of which includes mechanical penthouse and architectural features. It will include a maximum of 290,000 SF of residential use (300 dwelling units) with elevated private amenity space, and 40,000 SF of ground floor retail use.

Building 7 will be located on the southern portion of the Property at the intersection of Colshire Drive and Dartford Drive. Loading will be provided from Dartford Drive and underground/podium parking access will be provided off of Goodman Lane. There are three development program options for Building 7. For the Base Development, the building is proposed to be a 250-unit continuing care facility with maximum of 250,000 SF with 16,000 SF of ground floor retail, and elevated private amenity space. For the Option 1 Development scenario, the building and will include a maximum of 250,000 SF of residential use (255 dwelling units) with elevated private amenity space, and 16,000 SF of ground floor retail use. Under Development Option 2, Building 7 will be a commercial building with 250,000 SF of office space and 16,000 SF of retail uses. Under all three scenarios, the building will be a maximum of 70 feet in height, (7) stories.

The proposed continuing care facility meets the Use Limitations set forth in Paragraph 21 of Section 6-505 as follows:

- A. The development of a continuing care facility and any secondary uses at the specified location must be in substantial conformance with the guidelines of the comprehensive plan for the application property and those properties surrounding the application site. The design of the facility, including the location, size, and height of buildings, and the nature and extent of screening, buffering, and landscaping should be compatible with the surrounding neighborhood.

The Building 7 site is planned for Residential Mixed Use as is the remainder of the Property. The CCF is an appropriate use in the Residential Mixed Use category, as it is a specialized form of residential living oriented to the senior population. The Applicant has designed Building 7 at an appropriate scale and design in the context of the existing and planned uses surrounding the Property. The footprint and height of

Building 7 is compatible with adjacent Buildings 6 and 8 as shown on the conceptual development plan. Features such as landscaping, open space, and parks have been integrated with all planned buildings. In addition, a planned road network provides a grid of streets that integrates all buildings and provides access to adjacent properties. Building 7 has been designed to be an integrated component of a proposed mixed-used development and addresses a demand for senior housing in Tysons and Fairfax County.

- B. Development of a continuing care facility must satisfy the comprehensive plan guidelines for affordable accommodations associated with the continuing care facility use.

The Continuing Care Facility Guidelines as found in Appendix 14 of the Comprehensive Plan recommends that CCFs contribute \$3.00 per square foot for affordable housing. The Applicant will proffer to contribute \$3.00 per square foot of new gross floor area of the continuing care facility to assist with the provision of affordable housing in Fairfax County.

- C. All applications for a continuing care facility will be referred to the Health Care Advisory Board for its review in accordance with the standards in Sect. 9-308 for medical care facilities. The Health Care Advisory Board may submit a recommendation to the Planning Commission and Board of Supervisors at the public hearings.

The Applicant will be submitting an application to the HCAB for their review and recommendation to the the Board of Supervisors.

Building 8 contains Goodman Field, which is built atop a retail structure/parking deck. The structure is 11 feet in height based on average grade. Pedestrian access to the field is provided at grade on Colshire Drive and via steps at the corner of Anderson Road and Colshire Drive. Elevator access is provided along the southern portion of the structure. Portions of the structure on Goodman Lane and adjacent corners are lined with a maximum of 35,800 SF of retail uses. Access to parking is provided on Goodman Lane opposite Coupe Alley.

Building 9 will be located on the northeast side of Anderson Road and adjacent to proposed Anderson Park. Loading and underground/podium parking access will be provided from Chain Bridge Road. There are two options for Building 9. For the Base Development, the building will be a maximum of 50 feet in height (4 stories) and will contain a maximum of 105,000 SF of hotel use with a maximum of 200 rooms. Under the Option 1 Development scenario, the building will be a maximum of 50 feet in height (4) stories, and will include a maximum of 105,000 SF of residential use with a maximum of 110 dwelling units.

Building 10 is a one-story retail building with a maximum of 5,000 SF located within Dartford Plaza at the corner of Dartford and Montfair Drives.

Building 11 is a one-story retail building with a maximum of 5,000 SF located within Birdwood Promenade adjacent to Birdwood Drive.

Building 12 is a one-story accessory building with a maximum of 3,000 SF located within Anderson Park.

Comprehensive Plan Recommendations

The Subject Property is located in the Tysons East District of Tysons Corner Urban Center in the Area II Plan (the “Plan”). Guidance is provided in both the Areawide Recommendations and in the more site specific Tysons East - Anderson Subdistrict recommendations. The Base Plan recommendation for the Subject Property is residential use at a density of 16 to 20 dwelling units per acre. The Plan’s Redevelopment Option recommends that the Subject Property be redeveloped in keeping with the Residential Mixed-Use land use category, which is described as primarily residential. Park/open space is also planned for the Subject Property.

Planned intensity recommendations are based on a tiered approach. Approximately 28 percent of the Subject Property is located in Tier 2 within ¼ mile of the McLean Metro Station entrance. Sites within Tiers 1 and 2 are not subject to a maximum FAR. Approximately 51 percent of the Subject Property is located in Tier 3, specifically between ¼ and ⅓ mile of the McLean Metro Station entrance. The Plan recommends that residential projects within ¼ and ⅓ mile may develop up to a 2.5 FAR excluding bonuses (3.0 FAR with bonuses). The Plan also allows flexibility to include areas immediately adjacent to the ¼ mile ring as areas not subject to a maximum FAR. Approximately 21 percent of the Subject Property is located in Tier 4, between ⅓ and ½ mile of the McLean Metro Station entrance. The Plan recommends that redevelopment in Tier 4 be limited to an intensity of 2.0 FAR (2.4 with bonuses). Below is a table outlining the land areas and development proposed within Tiers 2, 3, and 4.

Intensity Tiers and FAR

Intensity Tiers	Land Area (SF)	GFA (SF)	FAR
2 1/8 - 1/4 mile	280,018 [5]	1,224,585 [2]	4.37
3 1/4 - 1/3 mile	436,164	1,381,754 [3]	3.17
4 > 1/3 mile	197,012	15,796 [4]	0.08
Total	913,194	2,622,135	2.87

Intensity calculations are based on the maximum development scenario.

The proposed PCA and CDPA is in keeping with the intensity recommendations of the Plan. The proposal has a maximum overall FAR of 2.95. The proposed land use mix is in keeping with the Residential Mixed-Use land use category as shown in the following table:

Land Use Mix

Base Development			
Use	Minimum Building GFA (In SF)	Maximum Building GFA (In SF)	Percentage [1]
Retail	60,000	144,800	6%
Office	275,000	350,000	13%
Residential	1,198,500	1,769,335	67%
Continuing Care Facility	175,000	250,000	10%
Hotel	75,000	105,000	4%
Accessory	1,000	3,000	0.01%
Total	1,784,500	2,622,135	100%
Option 1 Development			
Use	Minimum Building GFA (In SF)	Maximum Building GFA (In SF)	Percentage [1]
Retail	60,000	144,800	6%
Office	0	0	0%
Residential	1,723,500	2,414,335	94%
Continuing Care Facility	0	0	0%
Hotel	0	0	0%
Accessory	1,000	3,000	0.01%
Total	1,784,500	2,562,135	100%
Option 2 Development			
Use	Minimum Building GFA (In SF)	Maximum Building GFA (In SF)	Percentage [1]
Retail	60,000	144,800	6%
Office	450,000	600,000	23%
Residential	1,198,500	1,769,335	67%
Continuing Care Facility	0	0	0%
Hotel	75,000	105,000	4%
Accessory	1,000	3,000	0.01%
Total	1,784,500	2,622,135	100%

(1) The percentages are based on the maximum development potential for each scenario.

The Plan also provides guidance on consolidation, street grid, urban design, urban park standards and a host of other topics. Below is a description of how the proposed PCA and CDPA for the Subject Property meets the major elements of the Plan and the specific subdistrict recommendations. Where the description of compliance with the major elements also satisfies the subdistrict recommendations, it is so noted and not repeated.

PLAN GUIDANCE	APPLICANT’S PROPOSAL
Major Elements of the Plan	
<input type="checkbox"/> Mix and Arrangement of Uses The Anderson Subdistrict is planned for redevelopment that is in keeping with the Residential Mixed-Use land use category.	The maximum proposed development level for McLean Crossing is 2,622,135 SF of mixed use development for an overall FAR of 2.87. In both options for development the primary use is residential.
<input type="checkbox"/> Consolidation The Anderson Subdistrict guidance suggests a consolidation goal of 20 acres.	As the total land area included in RZ 2011-PR-017 was 20.96 acres, the Plan’s guidance on consolidation was previously satisfied.
<input type="checkbox"/> Affordable and Workforce Housing The Plan states that should redevelopment occur proposals should provide for affordable/workforce housing as indicated in the Land Use guidelines. The Plan further provides guidance that if a portion of the McLean Commons within the Anderson Subdistrict is to redevelop, the development proposal should have as an objective increased affordable housing opportunities.	Proffer #52 addressed the Applicant’s commitment to provide workforce dwelling units (“WDU’s”). In keeping with Plan guidance, the Applicant committed to providing 20 percent of the total units as WDU’s with a lower income tier distribution than was required by the WDU policy that was in place at the time of the original approval. The Applicant will work with the County to update the proffer to provide workforce dwelling units in accordance with the Policy Plan that was recently adopted by the Board.
<input type="checkbox"/> Green Building Expectations	The Applicant will commit to green building measures consistent with third-party verification via LEED, Earth Craft, or an equivalent.
<input type="checkbox"/> Stormwater Management	<p>With the use of innovative stormwater management techniques and facilities, the Applicant's proposal will help protect the downstream receiving waters in the Tysons area from further degradation and provide sufficient controls to proportionally improve the condition of the receiving waters.</p> <p>It is the intent of this application implement the Tysons Comprehensive Stormwater Management Plan via the use of vegetative roofs (intensive and extensive), bio-retentions, urban bio-retentions (tree pits), proposed infiltration, permeable pavement, and the existing infiltration trench approved with site plan #3797-SP-002. The proposed design will capture the first 1.0 inch of rainfall.</p>
<input type="checkbox"/> Transportation	
<input type="checkbox"/> Grid of Streets On and Off-Site	The Applicant’s previous commitment to the grid of streets remains with this proposal. An interconnected series of streets is proposed to create well sized walkable blocks that are activated and pedestrian friendly.

<p>°Vehicle trip reduction objectives</p>	<p>Proffer #50 details the Applicant’s Transportation Demand Management (TDM) Program. The Applicant will work with the County to update the proffer, as applicable.</p>
<p>°Parking Management</p>	<p>The proposal will meet the Zoning Ordinance’s parking requirements and management in keeping with transit oriented development.</p>
<p>°Phasing to Transportation Improvements and Programs</p>	<p>It is anticipated that the phasing of the development will occur in conformance with the phasing plan, Sheet C-4.40 of the CDPA, and the proffers.</p>
<p>°Traffic Impact Analysis evaluating three time periods; first phase, interim phase and plan build-out</p>	<p>A Chapter 870 (formally Chapter 527) transportation impact study (TIS), dated April 2012, was prepared by Wells + Associates to evaluate the original rezoning application, RZ 2011-PR-017. The trip generation for this proposal will require the Applicant to submit a new Chapter 870 traffic impact analysis for review and approval by VDOT and FCDOT.</p>
<p><input type="checkbox"/>Urban Design</p>	
<p>°Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons.</p>	<p>In keeping with the Anderson Subdistrict recommendations, the Subject Property is proposed to be redeveloped into an urban residential neighborhood. The proposed intensity, streetscapes, pedestrian connections, public open spaces, and private amenity spaces have all been designed with the Urban Design section of the Plan in mind.</p>
<p><input type="checkbox"/>Urban Park Standards The urban park standard recommended for the Tysons Urban Center is 1.5 acres for each 1000 residents.</p>	<p>A preliminary analysis of the urban park standards and the needs of the future residents and visitors of the Subject Property has been prepared. The development program results in a public park expectation of 6.466 acres. This expectation is based on the Option 1 Development with the maximum residential component; other development scenarios will result in a lower park expectation. The proposed park program provides 6.444 acres of public park space. Although only 0.57 of an athletic field is generated by this proposal, the CDPA includes the construction of Goodman Field, a full-size athletic field, which is a significant park contribution. A variety of parks are thoughtfully designed and strategically located throughout the Subject Property. In addition to the athletic field, the CDPA provides sport courts playgrounds, plazas, and pocket parks. These parks complete the neighborhood as a place to live, work and play.</p>

<input type="checkbox"/> Active Recreation Facilities	Active recreational facilities, consisting of two playgrounds, outdoor fitness equipment, beach volleyball, basketball, four pickleball courts, and a tennis court are proposed in Anderson Park. A dog park and open lawn that can be used for walking, badminton, Frisbee, lawn bowling or other lawn games is also proposed in the public park. In addition, paths and sidewalks encourage walking/jogging activities. Goodman Field, a full-size athletic field, is proposed at the corner of Anderson Road and Colshire Drive.
<input type="checkbox"/> Public Facilities	The development proposal will provide a grid of streets, provide public parks, open spaces and an athletic field. Public restrooms will be constructed in Building 12, which is located in Anderson Park. A contribution to public schools will also be proffered.

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 modification of subsection 4102.7.A(7)(b)(1) of the Zoning Ordinance to allow the maximum fence height in a front, side, and rear yard to exceed 7 feet to allow for the appropriate athletic field fencing to be installed for Goodman Field, which is proposed on the roof of Building 8.
- 2) The Applicant requests a modification of subsection 5100.2.C(5) of the Zoning Ordinance to allow for a parapet wall, cornice or similar projection to exceed the height limit established by more than three feet in order to screen mechanical equipment, as may be indicated on the CDPA.
- 3) The Applicant requests a modification of subsection 5100.2.D(4)(c) to allow buildings to be constructed to the building line zone line on corner lots on public streets and lots with private street easements that may create a corner lot configuration as defined in the Zoning Ordinance. The purpose of this modification is to allow for the Tysons streetscape sections as provided in the Plan.
- 4) The Applicant requests a waiver of subsection 5106.5.A of the Zoning Ordinance requiring interior parking lot landscaping for interim parking lots. The Applicant will construct the improvements in conformance with the phasing plan, Sheet C-4.50 of the CDPA and the proffers.

- 5) The Applicant requests a modification of subsection 6101.3 of the Zoning Ordinance to reduce the number of required loading spaces to that which is shown on the CDPA. It is the Applicant's experience that the amount of loading spaces shown is adequate for the proposed uses.
- 6) The Applicant requests a waiver of subsection 8100.2.E(3) of the Zoning Ordinance requiring the submission of a FDP application associated with the submission of all site plans and infrastructure improvement plans, interim parking lots, and interim open space areas as shown on the CDPA.
- 7) The Applicant requests a waiver of subsection 8100.7.E(2) of the Zoning Ordinance for all trails and bike trails as shown on the Comprehensive Trails Plan in favor of that which is shown on the CDPA, and as proffered.
- 8) The Applicant requests a waiver of subsection 8100.7.E(3)(b) of the Zoning Ordinance requiring additional inter-parcel access to adjoining parcels, other than those shown on the CDPA, and as proffered.
- 9) The Applicant requests a waiver of subsection 8100.7.E(7) of the Zoning Ordinance requiring "No Parking" signs along travel lanes or service drives at 50 foot intervals. The Applicant will coordinate with the Fire Marshall at the time of site plan to provide the necessary fire signage.
- 10) The Applicant requests a waiver of subsections 8100.7.E(11), 8100.7.E(12), and 8100.7.E(13) of the Zoning Ordinance so that the improvements designed in accordance with the Tysons Urban Design Guidelines may be implemented as outlined in the CDPA and proffers.

Summary

Approval and construction of the proposed development will continue the implementation of the Tysons vision, by creating a dynamic, mixed-use neighborhood. The proposal will help to implement the vision of the Plan for the Tysons East District. It represents an important piece of Tysons' transformation from a suburban, car-dependent place to an exciting, pedestrian-friendly realm where more people will use the Metro and the sidewalks to meet their daily travel needs. With a connected street network, pleasant walkable blocks, major additions to the parks and open space system in Tysons, innovative stormwater management, sustainable buildings, and workforce housing opportunities, McLean Crossing will be a model mixed-use neighborhood in Tysons and will make the most of the public investment in the McLean Metro Station along the Metro Silver Line.

Very truly yours,

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



Elizabeth D. Baker
Senior Land Use Planner