



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-HM-012
Supervisor District	Hunter Mill
Parcel ID Number(s)	29-3 ((1)) 31A and 31B
Parcel Address(es)	2000 and 2050 Chain Bridge Road, Vienna, VA 22182
Nominator	Comstock
Plan Map Designation	Transit Station Mixed-use, Residential Mixed-Use
Comprehensive Plan Recommendation for Nominated Property	See attached
Proposed Land Use	MixedUse
Summary of Proposed Comprehensive Plan Change	See attached

Site-Specific Plan Amendment – Koons Tysons Site Statement of Justification

October 27, 2022

I. INTRODUCTION

Comstock (the “Nominator”), on behalf and with the consent of Home Depot USA, Inc. and 1902 LLC, (collectively, the “Owners”) as the owners of the Koons Tysons site (the “Property”) at the southwest corner of the intersection of Route 7 and Route 123 in Tysons, VA, is seeking an amendment to the Tysons Urban Center section of the Fairfax County Comprehensive Plan (the “Comprehensive Plan”) in order to facilitate an exciting residential mixed-use development in the heart of Tysons

The current Comprehensive Plan recommendations call for the portion of the site located closest to the Greensboro Metro Station to be developed primarily with a mix of uses, including up to 65% office in the Transit Station-Mixed Use area. The Nominator respectfully submits this was intended and drafted as a *ceiling* on office square footage, not a goal or requirement. With the office market reeling from the COVID-19 pandemic, the Nominator and Owners believe a mixed-use development with a residential focus will better fulfill the dynamic, 24-7 atmosphere contemplated by the Comprehensive Plan for Tysons, as well as provide a more stable source of ridership for the Silver Line.

II. LOCATION AND EXISTING CONDITIONS

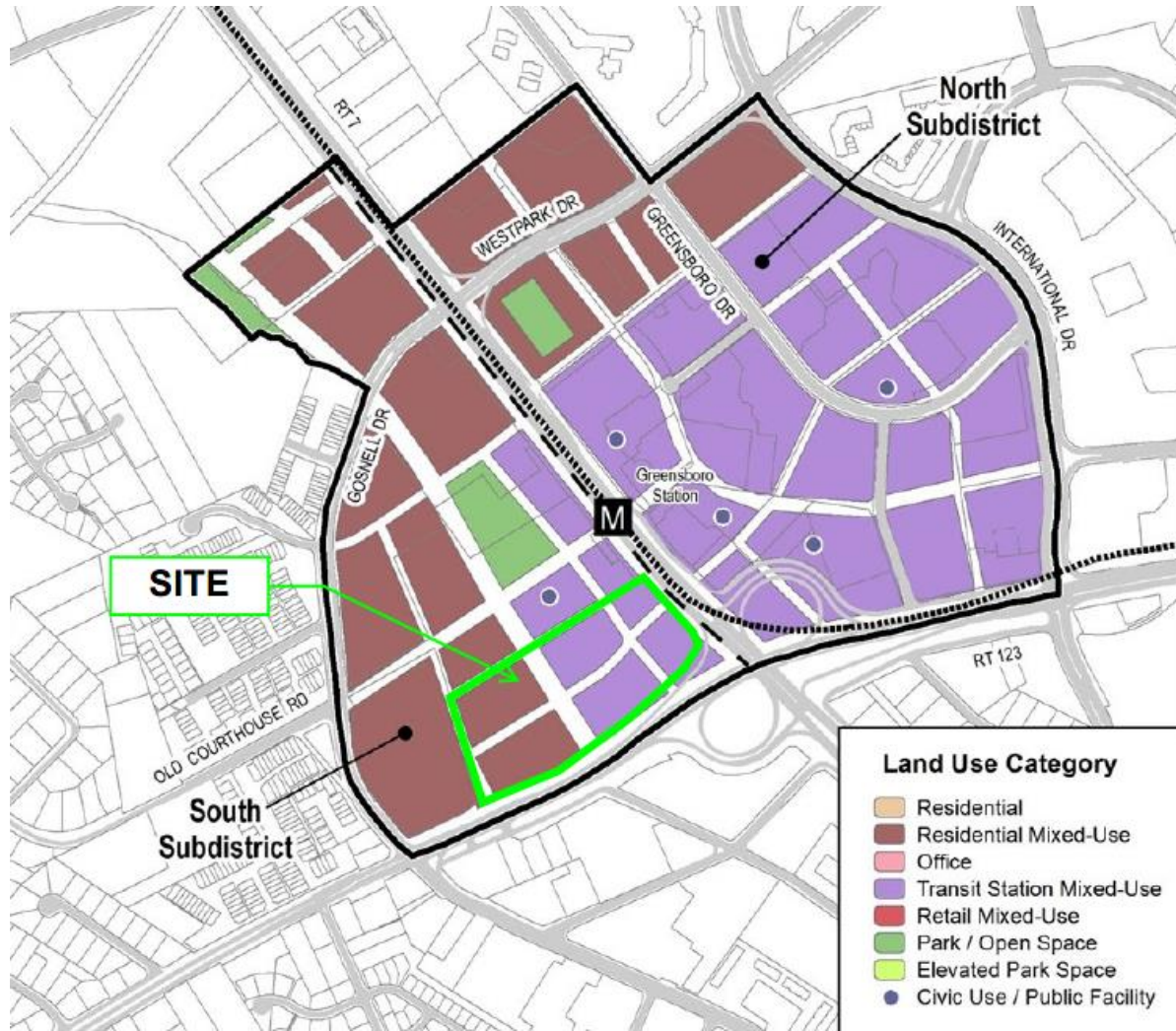
The Property is located at 2000 & 2050 Chain Bridge Road in the western corner of the intersection of Routes 123 and 7, in the heart of Tysons and directly adjacent to the eastern tip of the Greensboro Metro Station. Identified on the Fairfax County Tax Map as 29-3 ((1)) 0031A and 29-3 ((1)) 0031B, the 14-acre Property is currently developed with a Koons auto dealership and has been operating as such since 1975. As such, the site is largely if not entirely impervious, with most of the land area consisting of asphalt parking lots. In this quadrant of Tysons, the Property is bounded by the Tysons Square shopping center to the north and the famed “Toilet Bowl” office building to the west. Meanwhile, directly across Route 7, the expansive five million square-foot Boro mixed-use redevelopment is well underway. A mix of office and retail/personal service uses abut the site across Route 123 to the south.

III. CURRENT COMPREHENSIVE PLAN

The Property is located in the South Subdistrict of the Tysons Central 7 District of the Tysons Urban Center. In addition to the Areawide Recommendations, the site is governed by the Tysons Central 7 District recommendations. As indicated on the land use concept map excerpted below, the northeastern portion of the site closest to Route 7 and the Greensboro Metro Station is planned for Transit-Station Mixed Use, while the southwestern half is planned for Residential Mixed-Use.

Per the Areawide Recommendations in the Tysons Urban Center, Transit Station Mixed-Use areas “are planned for a balanced mix of retail, office, arts/civic, hotel and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed-Use areas should be approximately 65%...The residential component should be on the order of 20% or more of

the total development.” Meanwhile, the Residential Mixed-Use areas “are primarily planned for residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services...It is anticipated that the residential component should be on the order of 75% or more of the total development.”



Fairfax County Comprehensive Plan, 2017 Edition, Tysons Corner Center, Amended through 2-23-2021, pg. 141

IV. PROPOSED DEVELOPMENT AND SITE-SPECIFIC PLAN AMENDMENT

The Nominator respectfully submits, based on recollections of discussions held by the Tysons Task Force as they were working on the creation of the Tysons Urban Center section of the Comprehensive Plan, that this 65% office figure presented in the Comprehensive Plan is (and was very clearly intended to be) a cap; respectfully, the 65% office was never an articulated goal, and further is applied across all the Transit Station Mixed-Use areas in Tyson rather than on a project-by-project bases. That said, the Nominator is submitting this SSPA on the advisement of County Staff and with the consent of the Hunter Mill District Supervisor as a “placeholder” while County leadership and Staff evaluate the current and future mix in Tysons.

To help jumpstart the redevelopment of this quadrant, the Nominator intends to consolidate the two parcels that comprise the Property, and proposes to replace the existing auto dealership and transform it into a vibrant, mixed-use, multi-block neighborhood, with a mix of approximately

85% multi-family residential and 15% retail uses, replete with additional open space and other amenities called for in the Areawide Recommendations. The Nominator respectfully suggests that this infusion of residential mixed use is needed to redress the balance of uses in Tysons, specifically in the office-heavy area in and around the Greensboro Metro Station Transit Station-Mixed Use area.

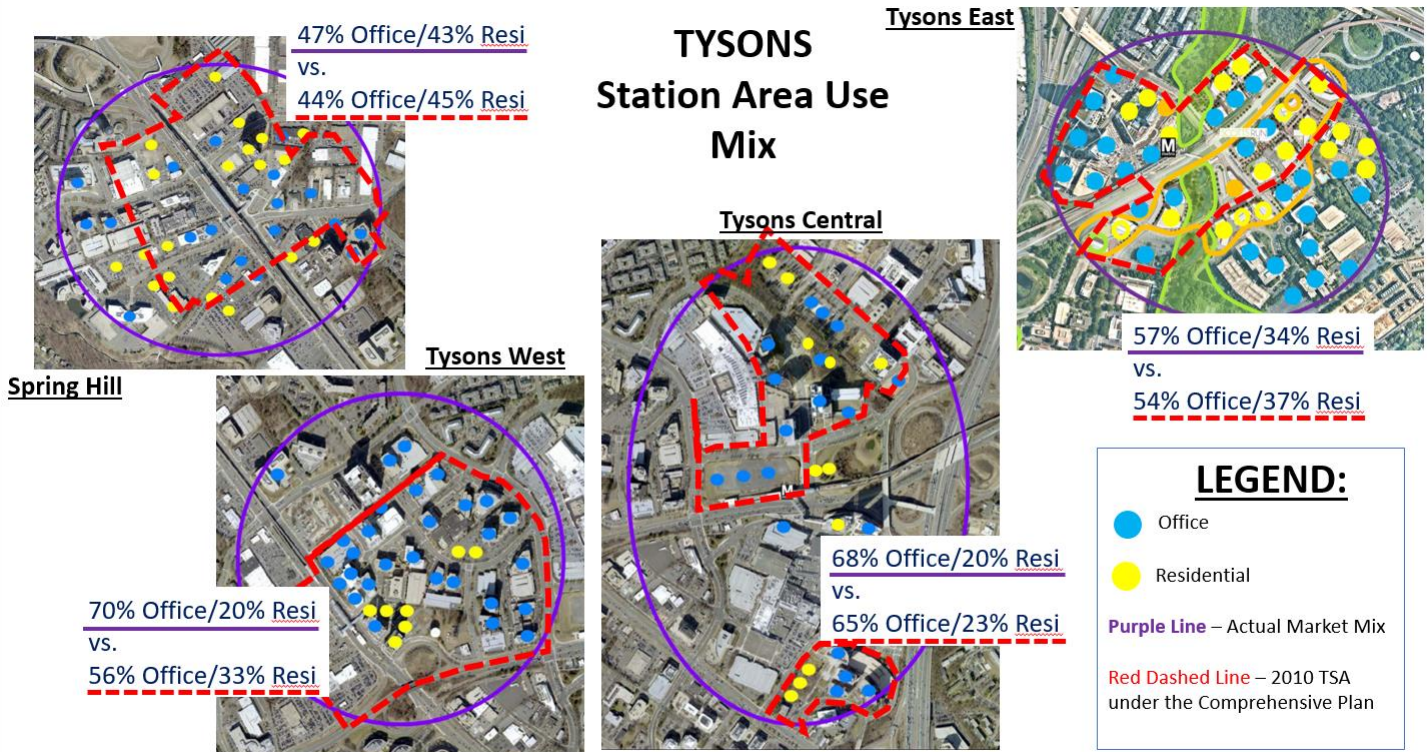
Under current conditions, Boone Boulevard as drawn by County staff and the Tysons Task Force during the drafting of the Tysons Urban Center section cannot be constructed as conceptually depicted in the Comprehensive Plan, due mainly to the elevated Route 123/Route 7 interchange. The proposed location of the Boone Boulevard/Route 123 crossing is too close to the steep slope of Route 123 as it heads south from this interchange and would create an inherently dangerous situation. There simply isn't enough distance to add a major intersection at the location depicted in the Comprehensive Plan's street grid maps. While the illustrative plan submitted with this nomination is also conceptual in nature, the Nominator submits that the extension of Boone Boulevard north across Route 123 is not feasible until the Route 123 and Route 7 graded interchange is replaced by an at-grade intersection. As depicted on the illustrative plan, this would allow for Boone Boulevard to extend over Route 123 much closer to the intersection with Route 7 than is currently shown in the Comprehensive Plan. We are prepared to work with all interested parties to develop workable solution for the planned extension of Boone Boulevard.

It is the Nominator's intention to proceed to rezoning as quickly as possible and overlap that rezoning with as much of the Evaluation Phase of the SSPA process as is practicable. As part of both the SSPA and rezoning processes, the Nominator fully intends to reach out to the nearby homeowners' and civic associations and any other groups as suggested by staff and/or the Hunter Mill District Supervisor.

V. JUSTIFICATION AND CONFORMANCE WITH COUNTY GOALS, POLICIES, AND OBJECTIVES

With the office market in a state of flux thanks to the COVID-driven changes in work location and commuting patterns, maintaining an office-heavy focus in this area risks delaying significant investment in redeveloping the existing auto dealership.

The decline in the office market over the past several years, and certainly since the adoption of the Tysons Urban Center Plan has been well-documented. A report on the Northern Virginia office market recently released by Avison Young notes that vacancy rates in the area have risen from 15% to 18% since 2018, with the Tysons market exceeding that average with a vacancy rate of 20.1%. Based on current conditions, development in and immediately around the Transit Station Mixed-Use area surrounding the Greensboro Metro Station is over 70% office (not including a portion of over half a million square feet of office approved in the just first phase of the Boro, located just across Route 7 from the Property). With so much office existing and more approved office square footage in the pipeline, an infusion of residential uses is needed to help redress this balance near this Metro Station.



Given that the 65% office figure in the Transit Station-Mixed Use area was intended to be a cap, we respectfully submit that the County should apply some flexibility in reviewing redevelopment proposals in this quadrant. Allowing the site to redevelop as a mixed-use neighborhood centered around residential development rather than office will certainly spur investment near the Greensboro Metro Station and in doing so satisfy many of the Guiding Planning Principles in the Tysons Urban Center Section. Should the cleave to an office-heavy mix in the Transit Station-Mixed Use area, the implementation of the Tysons Urban Center’s laudable goals (pedestrian-friendly blocks, integrated urban parks and open space, the provision of affordable and workforce housing, enhanced stormwater management) in this area becomes severely imperiled.

The Nominator’s development vision aligns with and helps implement a number of the goals and strategies outlined in the various Strategic Plans adopted by Fairfax County. With respect to the Fairfax Countywide Strategic Plan, (the “Strategic Plan”) adopted by the Board just over a year ago in October of 2021, the nomination speaks to a number of strategies across the various subjects outlined therein. Under the Housing and Neighborhood Livability (“HNL”) section for example, Strategy HNL 3 encourages diverse housing types near transit hubs, which this nomination helps to accomplish. In addition to providing much-needed ridership to Metro’s Silver Line, the residential mixed-use development that would result from this SSPA would implement a number of the strategies proposed throughout the Mobility and Transportation (“MT”) section of the Strategic Plan, such as Strategy MT1, which encourages the promotion of dense, transit-oriented and mixed-use development in the County’s urban areas, and Strategy MT5, which calls for adding sidewalks and paths to encourage multi-modal non-motorized connections, especially in the first and last miles of residents’ commutes. Given the uncertainty inherent in the office market, requiring the redevelopment of this Property to be office-based will inevitably delay the implementation of these noble and important strategies

The nomination also supports the County’s Community-Wide Housing Strategic Plan (the “Housing Strategic Plan”). Published in two phases across 2018 and 2019, (subsequent to the adoption of the Tysons Urban Center Plan), the Housing Strategic Plan identifies a housing unit gap between its publication and 2032 of nearly 62,000 units, and notes that closing that gap would require adding over 4,000 new units each year in that timeframe. To meet this daunting challenge, the Housing Strategic Plan proposes a number of strategies in the Land Use and Zoning Tools involving the conversion of commercial properties to residential uses. Facilitating a mixed-use development at this location centered around residential rather than office uses, especially when the demand for the former demonstrably outstrips the demand for the latter, would help address this deficit.

VI. CONCLUSION

The Tysons Urban Center Plan is a deservedly award-winning blueprint for reinventing Fairfax County’s urban downtown core, and the results as demonstrated by the redevelopment that has occurred since its adoption are certainly encouraging. However, for Tysons to continue to adapt to market conditions and remain successful, the Comprehensive Plan must be applied with some flexibility. The economic landscape with respect to commercial uses has changed in the intervening years, and the Nominator respectfully that the 65% office ratio/calculation of the Tysons Plans is and was always intended to be a ceiling, not a target. While the County considers the current and future mix of uses in Tysons, the Owner respectfully provides this SSPA as a placeholder to ensure that the redevelopment of the Property is not constrained. Plan On behalf of the Nominator and the Owners, please accept our sincerest thanks for your time and consideration of this request, and we look forward to working with Fairfax County staff, the Planning Commission, and the Board of Supervisors as this process moves forward.

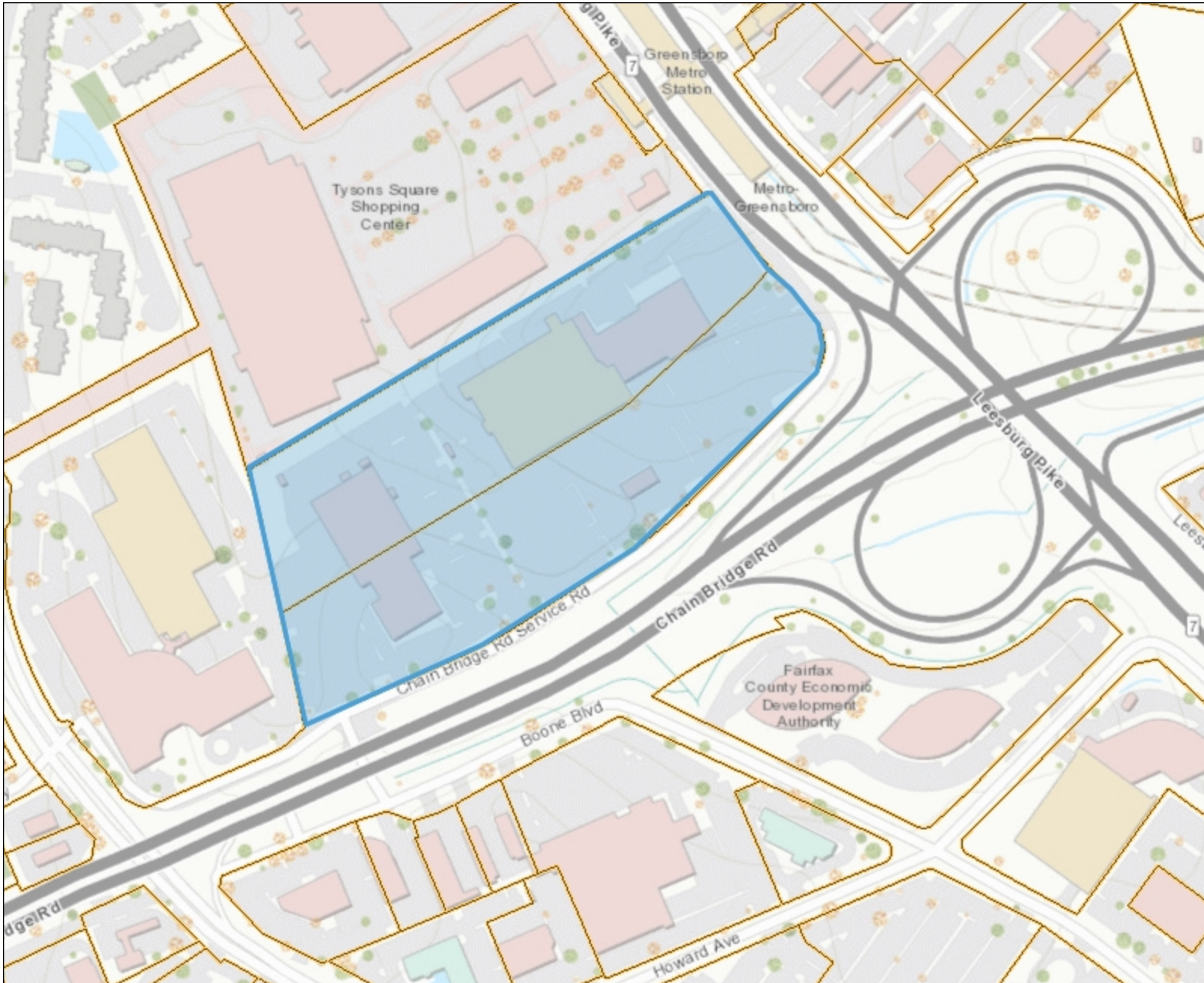
Respectfully submitted,



Brian J. Clifford, Senior Land Use Planner
October 27, 2022
DLA Piper LLP (US)



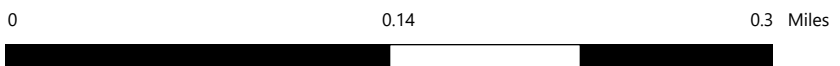
Tysons SSPA Map



Legend

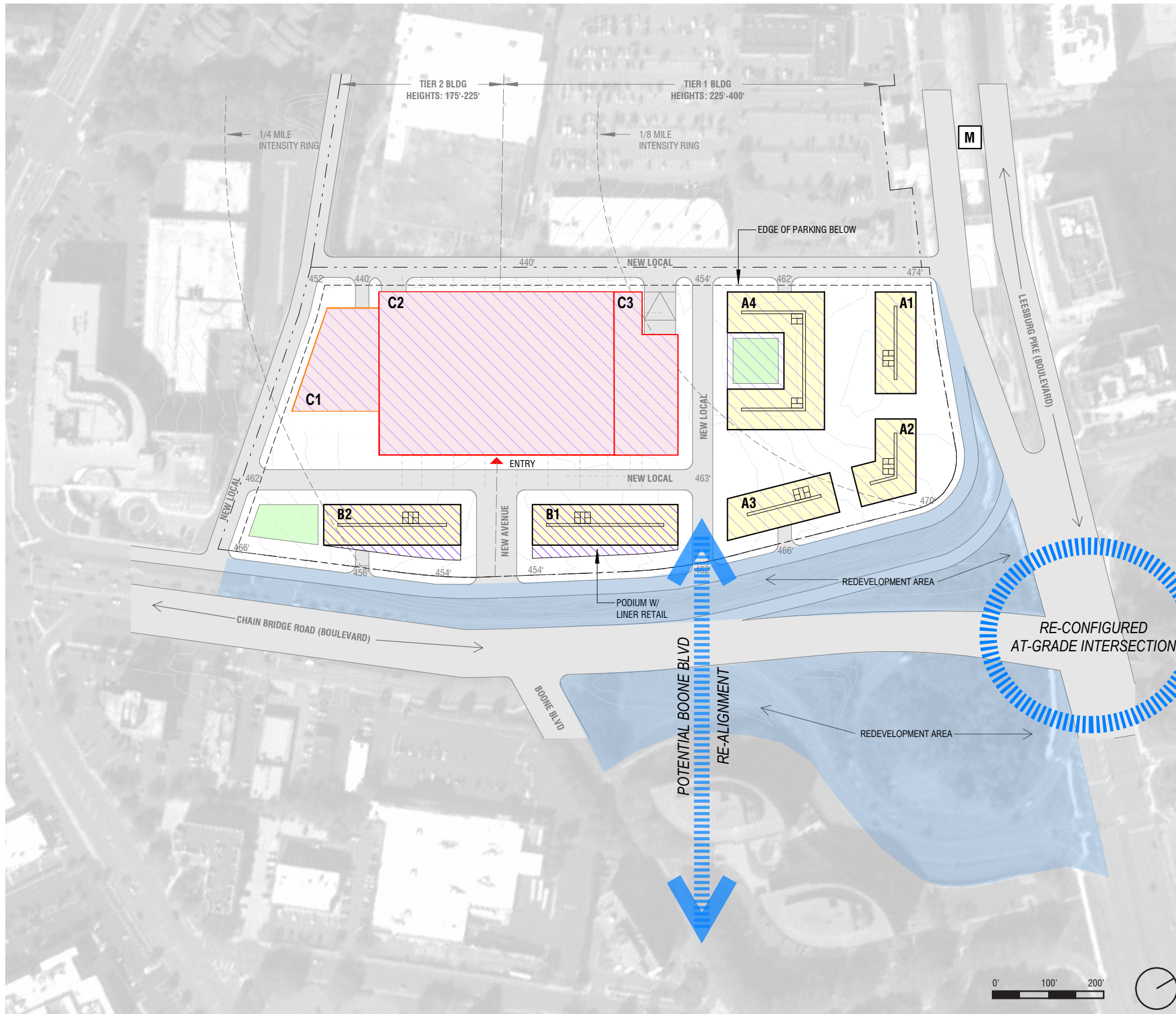
- Parcels

Notes:





This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.

Map produced: 9/28/2022



KEY:

-  MULTI-LEVEL RETAIL
-  MULTI-LEVEL MIXED-USE; RES/RETAIL



2455 Paces Ferry Road, C-20, Atlanta, GA 30339

October 27, 2022

Planning Division
Fairfax County Department of Planning & Development
12055 Government Center Parkway, 7th Floor
Fairfax, Virginia 22035

Re: Site-Specific Plan Amendment Nomination for 2000/2050 Chain Bridge Road

To Whom it May Concern:

I am the owner of the property located at 2000 Chain Bridge Road (Tax Map 029-3 ((01)) 0031A) in Tysons, VA, which is being nominated for a Comprehensive Plan Amendment land use change as part of the 2022-2023 Site-Specific Plan Amendment (SSPA) process. I have reviewed the subject nomination and consent to the property being submitted for consideration. Furthermore, I understand the expectations for the process and am willing to participate in the review, analysis, and community engagement, as needed.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Chescavage".

John Chescavage
Sr. Corporate Counsel
Home Depot U.S.A., Inc.
(770) 384-2864

John_Chescavage@homedepot.com

Tax Map 029-3 ((01)) 0031B

October 25, 2022

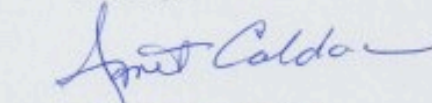
Planning Division
Fairfax County Department of Planning & Development
12055 Government Center Parkway, 7th Floor
Fairfax, Virginia 22035

Re: Site-Specific Plan Amendment Nomination for 2050 Chain Bridge Road

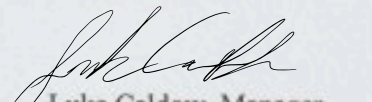
To Whom it May Concern:

I am the owner of the property located at 2050 Chain Bridge Road (Tax Map 029-3 ((01)) 0031B) in Tysons, VA, which is being nominated for a Comprehensive Plan Amendment land use change as part of the 2022-2023 Site-Specific Plan Amendment (SSPA) process. I have reviewed the subject nomination and consent to the property being submitted for consideration with Comstock acting as the Nominator. Furthermore, I authorize their representatives at DLA Piper to act as agent for this nomination as it goes through the SSPA process. Finally, I understand the expectations for the process and am willing to participate in the review, analysis, and community engagement, as needed.

Sincerely,



Janet Caldwell, Manager
2000 Chain Bridge Road, LLC
janet.caldow@gmail.com
703-862-2216



Luke Caldwell, Manager
1902, LLC
luke_caldow@outlook.com
703-862-2195

SITE-SPECIFIC PLAN AMENDMENT NOMINATION – COMSTOCK/KOONS 123 Site

EXISTING AND PROPOSED COMPREHENSIVE PLAN LANGUAGE

EXISTING COMPREHENSIVE PLAN LANGUAGE

Transit Station Mixed-Use: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This will help Tysons maintain a balance between land use and the necessary transportation infrastructure. Individual developments may have flexibility to build more than 65% office if other developments in the category are built or rezoned with a use mix that contains proportionately less office. The residential component should be on the order of 20% or more of the total development. It is anticipated that the land use mix will vary by TOD district or subdistrict. Some districts or subdistricts will have a concentration of office and other areas will have a more residential character

Residential Mixed-Use: These areas are primarily planned for residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as shopping and services, recreation, schools and community interaction. It is anticipated that the residential component should be on the order of 75% or more of the total development.

SOUTH TYSONS CENTRAL 7 SUBDISTRICT (CIVIC CENTER)

_____The South Subdistrict is comprised of about 76 acres, and is generally bounded by Leesburg Pike on the east, Chain Bridge Road (Route 123) on the south, and Gosnell Road and Old Courthouse Spring Branch Stream Valley Park on the west. Existing land use is a mix of retail, auto dealerships, office and multifamily residential uses.

Base Plan

The multifamily and office uses located along Gosnell Road are planned and developed as a transition in scale and building mass to the townhouse uses in the West Side District. Along Leesburg Pike, the area is planned for and developed with auto sales and retail uses.

Redevelopment Option

The vision for the area is to redevelop into a mixed use area with mid-rise and high-rise buildings. Office uses should be concentrated closest to the Metro station, and the area should transition to more residential use away from the Metro station as illustrated on the Land Use

Concept Map. The signature focal point of the Tysons Central 7 District is the civic center's great public space, the "Civic Commons" which should be about three to four acres. This public space will be a critical element for creating the area's new identity and will provide the setting for community events and celebrations within this portion of Tysons. The space should consist of both hardscape and open lawn areas and should feature urban park amenities that will draw people in, such as interactive artwork or a unique water feature. As the signature civic open space in Tysons, the Civic Commons should include elements that interpret the history of Tysons from country crossroads to suburban office park to vibrant urban center. With easy access to transit, the Civic Commons could be the primary location within Tysons for staging major public events such as outdoor concerts or public markets.

Abutting the Civic Commons should be a new public building or buildings, which have a significant architectural design and provide government services, such as a public library, community center, and/or arts center. These public uses will bring a civic presence, and shape positive urban spaces brought to life by the interaction of employment, residential and retail uses, and outdoor events and street life.

As the subdistrict extends west to the West Side District, urban residential neighborhoods should be developed and be distinguished by calm, dignified blocks linked together by tree-lined streets with cycling, promenades and sitting spaces. Residential blocks should provide for public, semi-public, and private open space amenities.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subdistrict is to concentrate high intensity office uses closest to the Metro station, with the area transitioning to a higher proportion of residential use away from the Metro station. Other land uses may include hotel, retail and public uses which should be provided at intensities and land use mixes consistent with the guidance in the Areawide Land Use Recommendations.
- 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 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.
 - For the area between Gosnell Road and Chain Bridge Road, which includes five properties, 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. A key component of any redevelopment proposal should be the provision of a significant portion of or all of the three to four acre Civic Commons as well as land for the civic building(s).
 - For the area northwest of Gosnell Road (fronting on Leesburg Pike), which includes three properties, full consolidation should be provided. If full consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
- 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 as well as the abutting districts through the provision of the grid of streets.

- The major circulation improvement in this subdistrict is the Boone Boulevard extension. Development proposals should accommodate the eventual construction of this street. Redevelopment along this street's planned alignment should dedicate and construct this street, in phases if necessary.
- In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- As mentioned under the subdistrict's vision, the signature piece of the subdistrict is the three to four acre Civic Commons. In addition, other urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided according to the Urban Design guidelines, as well as consistent in quantity with the urban park and open space standards under the Areawide Environmental Stewardship Recommendations.
- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons West District.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations. In addition, if the subdistrict's existing residential use is redeveloped, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan).
- 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.
- In addition, specific public facility improvements identified are: 1) civic building(s) that contain public uses, such as a library, community center, and/or arts center; and 2) an electrical power substation northwest of Gosnell Road, which is to be located either in this subdistrict or in the Tysons West District. From this new substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment.
- Building heights in this subdistrict range from 75 feet to 400 feet, depending upon location, as conceptually shown on the Building Height Map and discussed in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Gosnell Road which has a maximum height of 75 feet; in this area buildings need to provide a compatible transition in building scale and mass to the adjacent West Side District across Gosnell Road. Height increases with distance from Gosnell Road, with the maximum height of 400 feet limited to the area nearest the Metro station.

- A potential circulator alignment extends across this subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the discussion of Intensity in the Areawide Land Use Recommendations.

PROPOSED COMPREHENSIVE PLAN LANGUAGE

The Nominator is proposing a mixed-use development based on multi-family residential uses with a substantial retail component, and respectfully submits that the 65% office figure presented in the Transit Station-Mixed Use Area in the Tysons Urban Center section of the Comprehensive Plan is (and was very clearly intended to be) a cap. It is our belief that the 65% office was never an articulated goal, and further should be applied across all the Transit Station Mixed-Use areas in Tyson rather than on a project-by-project bases. That said, the Nominator is submitting this SSPA on the advisement of County Staff as a “placeholder” while County leadership and Staff evaluate the current and future use mix in Tysons.