

The FAIRFAX Newsletter

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Board of Supervisors Approves View at Tysons Mixed-Use Proposal

The board of supervisors voted unanimously to approve Clemente Development Company's proposal for more than three million-square feet of mixed-use development across six new buildings surrounding the Spring Hill Metrorail station this month.

The three-phase, \$1.6 billion project—headlined by a 600-foot-tall office tower, which upon completion will be the tallest building in the commonwealth—also features nearly three acres of public open space, a new home for the 1st Stage Theater, and a \$10 million contribution toward a new community center co-located with affordable housing.

“Here we have an architectural statement, something that speaks to design, urban development, to style,” said Providence Supervisor Linda Smyth at the October 15th board hearing.

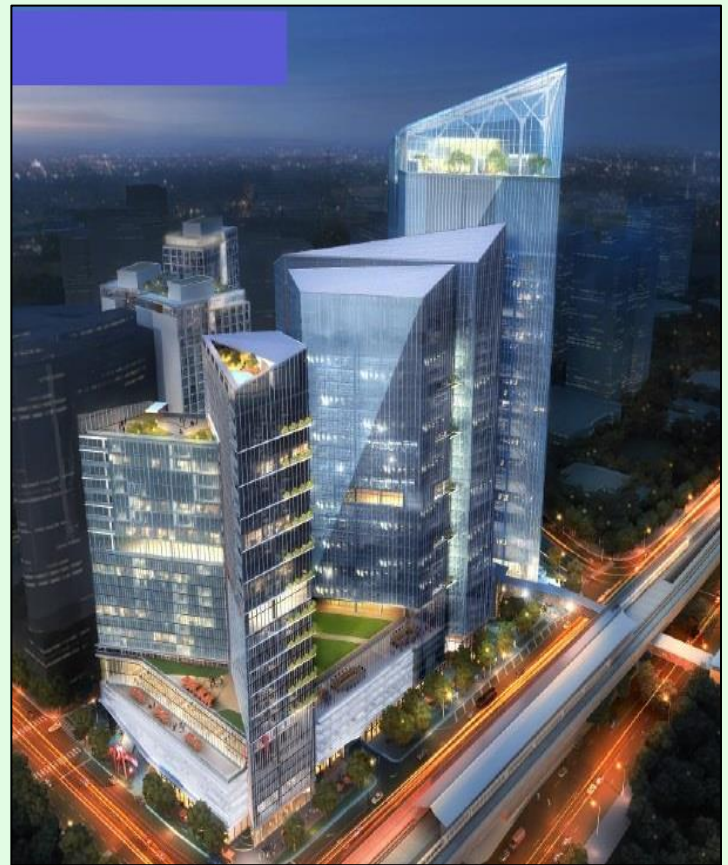
“That’s how we want to see Tysons in the future.”

The irregular 8.35-acre site, currently occupied by a “hodgepodge” of existing auto-oriented uses, sits on the eastern edge of Leesburg Pike on either side of the Spring Hill Metrorail station entrance between Tyco Road to the north and Spring Hill Road to the south. The applicant is requesting a rezoning to the Planned Tysons Urban (PTC) district to allow a maximum of 3.02 million-square feet of mixed-use development—1.43 million-square feet of office space, 1.14 million-square feet of residential use, 109,800-square feet of retail space, and 297,000-square feet of hotel use—in six new buildings bisected by an extension of Boyd Pointe Way.

Phase One. Development will begin with the two buildings to the north of the Metrorail entrance: the hybrid condominium-hotel Building D-1, which is planned with 12 stories of residential uses atop a 17-story, 250-room hotel and 10,500-square feet of ground-floor retail; and the 27-story,

455-foot-tall Building C-1, which is planned for 584,000-square feet of office space, a 26,500-square foot black box theater, and 21,700-square feet of ground-floor retail. Drawings by design architect Gensler show up-to 60-foot podiums with above-grade parking accessed by a future private alley between the two buildings.

The View at Tysons; Axonometric Rendering (from the Southwest); Source: DLA Piper



Virginia Newsletters, LLC # www.virginianewsletters.com

Circulation and News: 703-450-5085 (Phone), 703-450-0185 (fax) gina@virginianewsletters.com

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The FAIRFAX Newsletter

Phase Two. The second phase will complete the Leesburg Pike frontage and fully frame the Metro station with two additional buildings: Building C-3, a 600-foot-tall office tower—400 feet of which will house 800,000-square feet of office uses, with the upper 200 feet featuring a grand observation tower and botanical garden—on the parcel just south of the station; and The Landing, where three floors of office space float above an elevated public park, which serves as the vegetated roof of a two-level specialty retail base.

“We are very proud of the architecture of the entire project, particular the iconic tower,” said the applicant’s attorney Antonio Calabrese (Piper DLA). “It is consistent with the [comp] plan recommendation, and the building itself is designed to be a striking work of art.”

This phase will also complete the public improvements, including all of the public open space, completion of Boyd Pointe Way, the undergrounding of the Dominion transmission lines that currently run atop the site, and the relocation of the existing kiss ‘n ride.



The View at Tysons; The Landing; Source: DLA Piper

Phase Three. The final phase, which is not included in the final development plan submission, comprises the two eastern-most multi-family buildings: Building C-2B, which will rise 35 stories and feature 310 residential units and 14,800-square feet of retail; and the 425-unit Building C-2A, which will rise 33 stories atop 18,470-square feet of ground floor retail. At the podium-level, the two buildings will connect with the Landing, creating a plaza/common green that serves as an extension of former’s two-level retail pavilion.

In addition to the rezoning, the entitlement package includes a final development plan specific to phases one and two (two million-square feet of development), as well as a special exception to permit office floor area ratio above the 2.5 maximum (3.65 requested) within the quarter-mile ring of a Metro station. Two of the proposed buildings (C-3 and C-1)

exceed the 225-to-400-foot heights recommended by the comprehensive plan.

The applicant’s monetary proffer package exceeds \$55 million, headlined by a \$7.4 million contribution originally slated for athletic fields and a \$2.6 million public facilities contribution. Other community benefits include the 2.99 acres of open space, 172 workforce units, and the upgraded kiss and ride location.



The View at Tysons; The Common Green; Source: DLA Piper

“This proffer package is something that Fairfax County and Supervisor Smyth can be very proud of,” said Dranesville Supervisor John Foust.

Supervisor Smyth also secured approval for a follow-on motion to direct the athletic field contribution and public facilities contribution—\$10 million in total—toward the design and/or construction of a Tysons community center on an adjoining parcel to the east of The View. The proposed multi-level community center, staff told the board, would include a basketball court, fitness facilities, classrooms, and up to 60 units of affordable housing.

The decision to shift money from constructing new fields in the Tysons area as required by the comprehensive plan came over the objection of Supervisor Foust, who suggested that further community input was needed before the board could make such a move.

“We are getting away from what we committed to,” he said. “It is not fair to the community to make this decision today.”

The board also addressed the proposed height of Building C-3, which exceeds that recommended in the comprehensive plan by more than 200 feet and was cited as one of the principle reasons for the McLean Citizens Association’s opposition to the project.

The FAIRFAX Newsletter

Ultimately, the board accepted that the architectural addition to the Tysons' skyline justified the deviation from policy guidance, in particular given that the additional height will be unoccupied and thus would not impose any impacts normally associated with increased height and density, according to Smyth.



The View at Tysons; Illustrated Site Plan; Source: DLA Piper

“If we keep that 400-foot level, we will have a collection of 400-foot shoeboxes defining our skyline in Tysons,” said Smyth.

According to the applicant, design and engineering work has begun on the first phase, with a construction start date dependent on the finalization of a few key office tenants and hotel operator.

“We are no longer suburbia,” closed Smyth. “We are going into the future with this.”

Board Backs ICPH Concept Plan, Infrastructure Improvements

The board on October 15th also voted to approve the 3.56 million-square-foot Inova Center for Personalized Health (ICPH) concept development plan, which at buildout will feature a new academic campus, six new medical office buildings, four multi-family buildings, and two hotels on the western half of the former Exxon Mobil headquarters site.

The approved entitlement package also includes a final development plan to permit construction of a portion of the internal street grid, parks and trails on the eastern half of the property, and separate pedestrian/cyclist infrastructure along Gallows Road.

“I am excited to welcome a world-class facility that will bring critical health resources and groundbreaking research to the county and to the region,” said Providence Commissioner Phillip Niedzielski-Eichner at the October 10th planning commission hearing.

The approved CDP calls for 683,000-square feet of office space, 1.22 million-square feet of research space, 310,000-square feet of education space, and 705 residential units arranged on six development blocks, across a newly-landscaped Innovation Park Drive from the existing ICPH buildings at the center of the site. The FDP shows the locations of the seven proposed on-site public parks, as well as a newly-proffered Gallows Road streetscape design, which will feature two ten-foot wide trails—a two-way cycle track and a pedestrian sidewalk—along with a double row of street trees.

“What we are providing...is far superior than the baseline condition of the plan,” Inova’s attorney Tim Sampson explained at the October 10th public hearing.



ICPH CDP; Illustrated Site Plan (1.0 FAR Option)
Source: CDPA 74-7-047-02-02 Staff Report

Although the development sequence is not finalized, plans show the phasing divided across five blocks: Blocks 1 and 2 will comprise the seven-building University of Virginia medical campus and two parks; Blocks 3 and 4 include two office buildings and three multi-family buildings, as well as the redesign of the primary Peterson Discovery Drive