



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-PR-002
THE BORO EAST

Address/Tax Map Parcels:	8251, 8255, 8282, 8283, and 8285 Greensboro Drive Tax Map Parcels 29-3 ((15)) 2, 3A, 3B, and 3C1
Nominator:	Zachary Williams, agent for The Meridian Group
Supervisor District:	Providence
Planning Area:	Area II
Planning District:	Tysons Urban Center, Tysons Central 7 District - North Subdistrict
Acreage:	13.15 acres
Current Plan Map/Text:	Base Option: Office with support retail and service uses up to 1.65 Floor Area Ratio (FAR); Redevelopment Option: in Transit Station Mixed-use (TSMU) areas, recommended use mix is 65% office with a residential component on the order of 20% or more. Within ¼ mile of Metrorail station, office use up to 2.5 FAR, and residential use is not subject to maximum FAR, provided traffic and other impacts can be mitigated.
Nomination:	Mixed-use up to 3.37 FAR, consisting of 64% residential use, 32% office use, and 4% retail use.

Comprehensive Plan Considerations:

The subject site is located one block north of the Greensboro Metrorail Station on the south side of Greensboro Drive, east of Pinnacle Drive and southeast of Solutions Drive. The four subject parcels are currently developed with five commercial office buildings constructed between 1980 and 2001 and structured parking facilities. Nearby sites just north of Greensboro Drive are developed with office uses in mid- and high-rise buildings. Sites to the south, northwest, and southwest, including a collection of sites known as “The Boro”, are either planned, entitled, or in later stages of redevelopment for high-rise residential mixed-use and office uses supported by hotel and retail uses.

The adopted Plan’s Concept for Future Development designates Tysons as the County’s Urban Center, which is envisioned as a dynamic area marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. The framework for future development in Tysons including encouraging transit-oriented development (TOD) areas surrounding four Metrorail stations, improving the jobs/housing balance, providing diverse and affordable housing, incorporating community benefits, and creating excellence in the public realm. The subject site is further designated as a Transit Station Mixed Use (TSMU) area, a classification for lands near Metrorail stations with a mixed-use recommendation Throughout all of the TSMU areas in Tysons, the plan recommends approximately 65% office uses. Individual sites in a TSMU area can be developed with more than 65% office use if other sites are entitled for development with lower proportions of office space. Additionally, individual developments within a TSMU area should have a residential component of 20% or more. The Tysons areawide guidance indicates that land use mixes will vary by TOD district and subdistrict. The subject area is located within the North Subdistrict of the Tysons Central 7 TSMU area, for which the Redevelopment Option notes should remain as one of the highest concentrations of office use in Tysons, with the greatest intensities established nearest to the Greensboro Metro station. However, to become a vibrant 24-hour area, the area’s diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Areawide Land Use Recommendations. These areawide recommendations note that, with the exception of office use, no individual site within 1/4-mile of a Metrorail station should be subject to a maximum FAR. Office uses for the subdistrict are limited to 1.65 FAR at the base plan level and 2.5 FAR under the Redevelopment Option.

The nomination requests consideration of a mixed use development of up to 3.37 FAR, or approximately 1.9 million square feet of gross floor area, with a land use mix consisting of 64% residential, 32% office, and 4% retail uses, following the demolition of the two office buildings. The statement of justification indicates that, due to the impacts of the COVID-19 pandemic and other factors, shifting away from the higher concentrations of office use in favor of

residential use would support broader goals for the development of Tysons. Adopted plan guidance provides flexibility to support a variety of land uses on individual sites if they achieve areawide and subdistrict level goals. However, if the nomination is added to the Work Program for formal review, additional information should be considered to determine the current status of the areawide target for office use in the Tysons TSMU areas, relative to the subject site and two other site-specific nominations proposing to decrease the percentage of office and increase the percentage of residential use in TSMUs. These are Nomination [CPN22-HM-012](#) for the Koons automobile dealership just south of the subject site on Route 7 in the Tysons Central 7 South Subdistrict, and [CPN22-PR-003](#) in the Tysons East District.

