



April 10, 2008

Via Email & U.S. Mail

Clark Tyler, Chairman, Tysons Land Use Task Force
and Members of the Tysons Land Use Task Force
Fairfax County Department of Planning & Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

RE: Tysons Land Use Task Force Recommendations regarding Tax Map 29-3((1)) 45B & 46C
(the "Property")

Dear Chairman Tyler and Members of the Tysons Land Use Task Force:

I am the owner of property at 8500 Leesburg Pike, which is located within the Tysons West District approximately 1/4 mile from the proposed station entrance. The Property is currently developed with a 7 story, 140,000 square foot office building and structured parking decks. I have reviewed the preliminary summary of findings prepared by PB Placemaking dated February 27, 2008. I have studied the findings as they relate to the future redevelopment of the Property and have identified several areas of concern that I wish to bring to your attention.

Uses

The maps provided to date are small to scale and not easy to read, but it appears that the Property is identified on the Prototype A map as residential focus and on the Prototype B map as mixed use. I believe the Property, as well as all Property which is relatively close to the station entrances, should be planned for either office, residential or a combination thereof with support retail and allow flexibility to allow market forces to determine the appropriate mix.

Development Intensity

The Prototype A intensity map suggests the Property should be developed at a FAR of 0 to 2.49. The Prototype B intensity map indicates a FAR of 2.5 to 2.99 if a circulator is located adjacent to the site. These intensities are generally not high enough to encourage redevelopment of the current office use. In its comprehensive planning, Fairfax County Planning Staff has voiced a strong desire for consolidated development and this plan, which omits parcels located between the arbitrary density circles, will discourage any market-based, planned redevelopment. The FAR planned for both Prototypes A and B should be modified to incorporate the parcels stranded between the two circles so as to permit conformance with staff's goals.

As it exists today, throughout this quadrant, all of the property is currently developed with sound

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business uses; the densities being proposed by this plan are not high enough to justify the economic costs involved with disrupting these going concerns. That being the case, this design will frustrate if not make impossible the planning staff's goals of consolidated development.

Street Pattern

The grid of streets shows in both Prototype A and Prototype B include roads on all four sides of the Property. A similar pattern is provided for adjacent sites. This road grid produces small groups of development, which will result in construction of one building on each block as opposed to several buildings on a block as is more typical of more traditional urban areas. The road grid appears finer than that proposed in other areas of Tysons. The imposition of this small grid will make redevelopment less feasible if not impossible. While new streets are needed to produce the urban form desired, the exact nature and location of new streets should be determined after a much more detailed analysis of the county's long-range goals.

Thank you for your attention to these comments. I will continue to follow the process and hope that this input results in revision to the planning for the Property.

Sincerely,

8500 CDC L.P. by
CLEMENTE DEVELOPMENT COMPANY, INC.
General Partner



C. Daniel Clemente
Chairman/CEO

cc: GB Arrington, PB Placemaking
Ken Lawrence, Providence District Planning Commissioner
Sterling Wheeler
Leonard Wolfenstein
Martin D. Walsh
Elizabeth D. Baker