

# THE CLOVER COMPANIES

April 1, 2008

**Via Email and 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: Property in Tysons at 8333 Greensboro Drive

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

We are the title owner of property at 8333 Greensboro Drive also identified as Tax Map 29-3 ((1)) 63B (the "Subject Property"). The 2.96 acre Subject Property is located at a high point in Tysons in the middle of the large block bounded by Leesburg Pike, Westpark Drive, Greensboro Drive and Springhill Road. It is situated essentially mid-way between the proposed Tysons Central 7 and Tysons West transit stations, a little more than 1/3 mile from each station. A copy of the County's tax map is enclosed with the Subject Property outlined.

Zoned to the C-4 District, the Subject Property is approved for an office building with an FAR of 1.29. A rezoning application was filed in April 2006 to rezone the Subject Property to the PRM to implement a non-rail option for residential use recommended in the existing Comprehensive Plan. The application has been deferred waiting the completion of the new Tysons plan.

I have been following with interest the progress of the Tysons Land Use Task Force and its consultants. Recently, two advanced prototypes were released for public comment. In the December 10, 2007 draft maps, both Advanced Prototype A and Advanced Prototype B showed the Subject Property at an FAR of 2.5. The more recent maps presented last week at the public workshops did not specify FARs but did locate a park/open space feature on much of the Subject Property in both Advanced Prototypes A and B. See the enclosed Prototypes A and B maps with the Subject Property identified. The Subject Property is shown located in the Tysons West District. While I recognize that these Prototypes are not recommendations at this time, I understand that it is likely that the recommended plan will be a blending of many of the elements of Advanced Prototypes A and B. I do not object to parks and open space being key elements of the Tysons Plan but I do object to having such a symbol placed on the Subject Property when such a park could potentially be located on any other property in the larger block and when it seems more than coincidental that there is a pending rezoning application filed in good faith under the existing Plan recommendations.

I would also like to raise a concern over the grid of streets proposed for this area. Three new streets are proposed either on or adjacent to the Subject Property. A new street is proposed running parallel to Route 7 on the southwestern portion of the Subject Property. Additional new streets are shown along the Subject Property's southeastern and northeastern perimeters. I agree that a finer grid of streets is needed in Tysons. However, this new grid presents several problems:

- 1) If you visit the Subject Property, you will find that the topography is quite dramatic and that implementing the proposed grid of streets is extremely challenging. There is a 54 foot drop in elevation from the Subject Property to Route 7 and 46 foot drop in elevation from the site's western boundary to the drive aisle on the adjacent site. While there may be an engineering solution to cutting roads through this steep area, the result is a series of very tall retaining walls and will not result in the pedestrian-friendly, inviting streetscapes the Task Force most likely envisions.
- 2) The grid of streets in the Tysons West District as a whole, is finer (meaning the resultant blocks are smaller) than anywhere else in Tysons. For example, in the area bounded by Route 7, Spring Hill Road, Greensboro Drive and West Park Drive, the proposed grid of streets includes six new streets cutting across the area from Route 7 to Greensboro Drive, and two and sometimes three new streets cutting through from Springhill Road to Westpark Drive. The resulting blocks are quite small. Compare this to other areas in Tysons Corner. For example, Tysons East, has relatively few new streets proposed and as a result there are relatively large blocks. Why are these two areas treated so differently? The proposed grid of streets has significant consequences on future development and appears to be applied inequitably.

I urge the Task Force to consider the economic implications and equity of constructing a specific grid of streets, as well as the engineering feasibility of individual streets, before adopting them as part of the new plan.

I appreciate the opportunity to share my concerns with you. I would welcome the chance to meet with you and discuss these issues with you in greater detail.

Very truly yours,

CLOVER TYSONS LIMITED PARTNERSHIP

By: Clover Tysons, Inc., General Partner

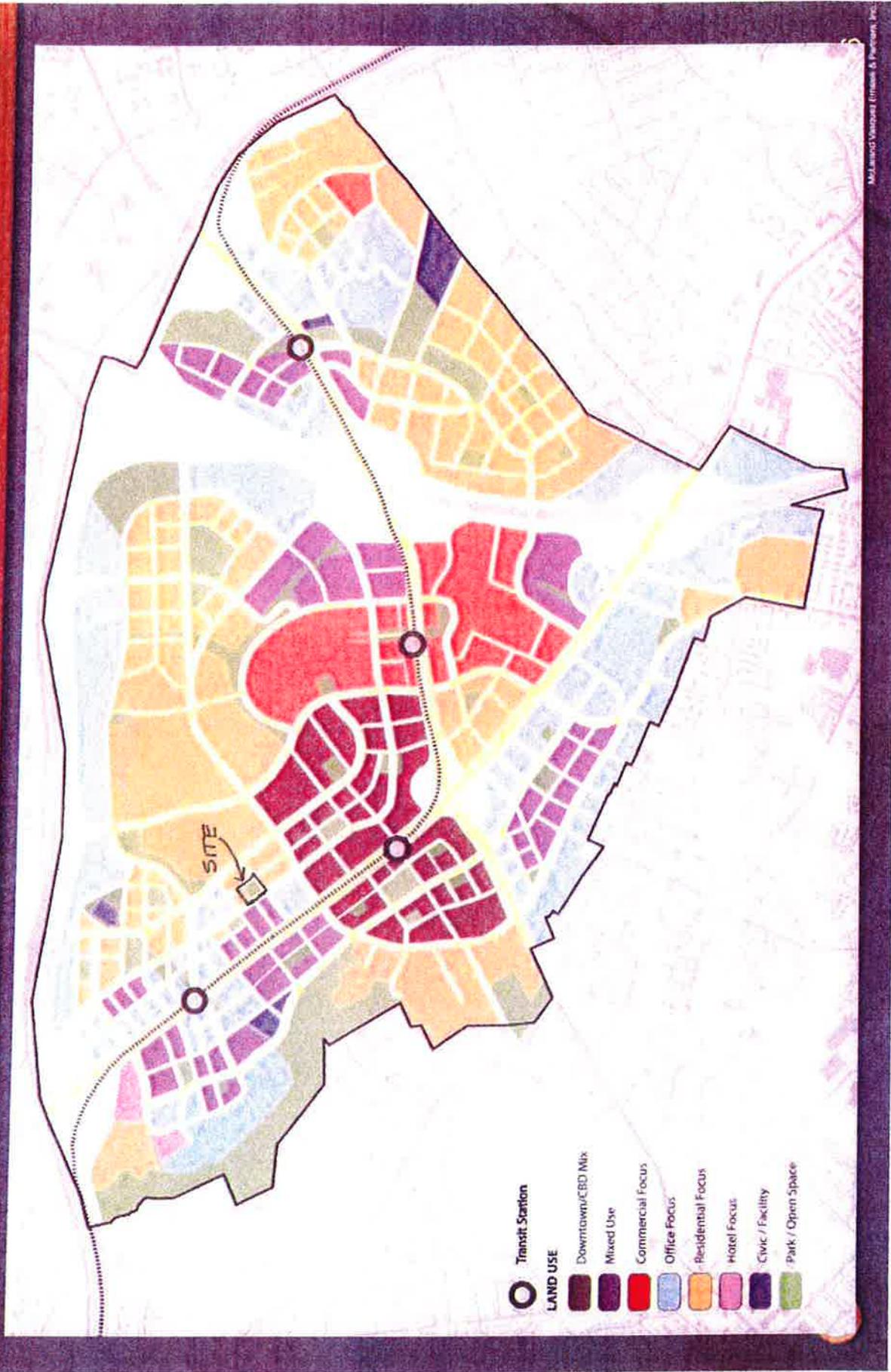


Richard R. Pelliconi, AIA  
Vice President

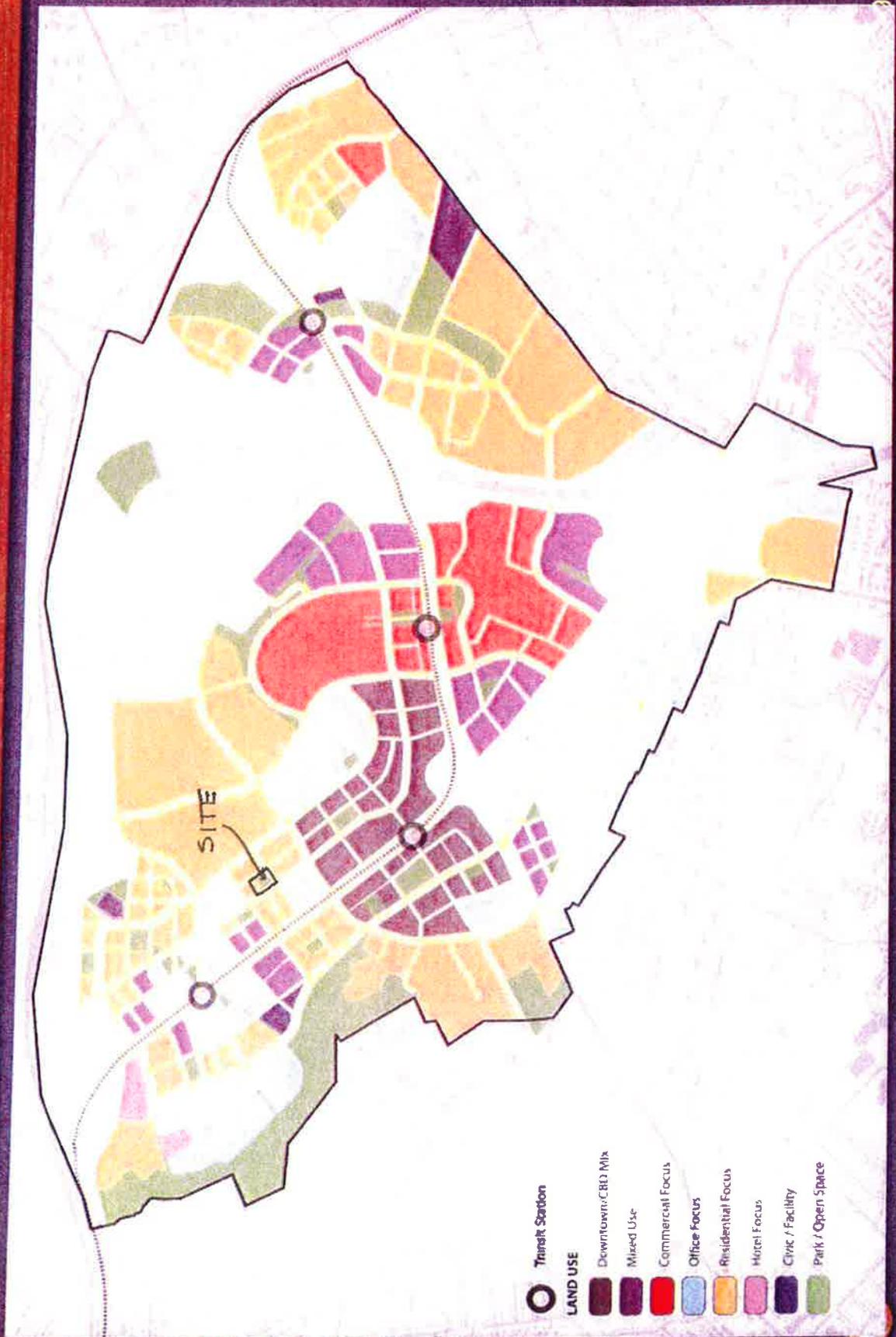
Enclosures

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

# Prototype B: Land Use



# Prototype A: Land Use





GENERAL NO



ADMINISTRATIVE

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SHEET INDEX

CADASTRAL

29-3

Revised to 01 01

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