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April 21, 2008

***Via Email* (ML.CT2@verizon.net)**
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: *Draft Preferred Concept: Land Use Parks and Open Space Network*
Graphic dated April 14-15, 2008
Tax Map Reference 29-3 ((15)) 8 (the "Property")

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

Tysons Westpark, L.C. is the owner of a 5.5 acre site located at the corner of Route 7 and Westpark Drive, within ¼ mile of the Tysons Central 7 Station. The Property is currently developed with the Best Western Westpark Hotel, but redevelopment to other uses is contemplated with the advent of Metrorail in Tysons. I understand that the *Draft Preferred Concept: Land Use, Parks and Open Space Network* graphic dated April l4-15, 2008 prepared by PB Placemaking proposes the Property be designated as Hotel Focus at a 2.75 FAR. As the Task Force goes forward to review and revise the Preferred Concept, please consider the following:

1. The Hotel Focus represents the existing use but does not reflect appropriate future uses. We would like the site designated for flexible uses that would permit residential, office with support retail, or a mix of such uses.

2. Hotels should be allowed as an alternate use in areas planned for residential, office or mixed-uses. Hotel is too specific and limiting to be a separate land use category.

3. The 2.75 FAR is a relatively low intensity for a transit-oriented development, and represents a large reduction from the 4.75 FAR recommended for the adjacent property. Consideration should be given to the barriers imposed to pedestrian access and integrated development by Route 7 and Westpark Drive immediately to the south and west of the Westpark Hotel Site. The Site is naturally and, arguably, exclusively oriented to the Tyson's 7 Station. With the orientation of the Site and the one-quarter (1/4) mile proximity to Tyson's 7 Station, an FAR similar to 4.75 should be contemplated.

4. To encourage residential development, an FAR incentive should be provided for most commercial/residential planned uses near metro stations. For instance, office use planned for a 3.25 FAR and residential or mixed-use with at least 50 percent residential use could be planned for 4.25 FAR. Given the Task Force objectives to reach a better balance between housing and employment, and provide more affordable housing, this FAR differential could be an important planning tool.

   I appreciate your attention to these suggestions.

Sincerely,

Chris Brigham

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