

April 29, 2008

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: Consultant Draft Preferred Concept Dated April 9, 2008

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

We have reviewed the Consultant Draft Preferred Concept Dated April 9, 2008 and have the following comments:

Hines

1. Level 1 Intensity Ring is too small. The Draft Preferred Concept provides the highest density (4.75FAR) inside a 1/8 mile (660') radius. The purpose of establishing increased building density inside a radius is to increase development in locations where typical building users will prefer walking to/from transit rather than driving a car. In fact, pedestrians will routinely walk 1/4 mile rather than drive. Noted planners have adopted 1/4 mile as the standard, minimum "pedestrian shed" with larger pedestrian sheds at present or planned transit.

Historically and by convention, the standard pedestrian shed is 1/4 mile in radius, or a five minute walk from center to edge.

-Duany, Plater Zyberk, 2003

Pedestrian Shed [is defined as] an area, approximately circular, that is centered on a Common Destination ... A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive... A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and may be used for mapping when transit is present or proposed...

-Town Planning & Urban Design Collaborative, Nashville, TN

A copy of the page from the 2002 Washington DC solicitation for re-development of the Old Convention Center is attached. Note that the minimum pedestrian ring noted is the 1/4 mile, 5 minute radius.

We recommend that the Level 1 Intensity ring be changed from 1/8 mile to at least 1/4 mile.

2. The Land Use plan is too restrictive. The Draft Preferred Concept provides for "Office Focus", "Residential Focus", "Retail Focus" and "Mixed". The term "Focus" provides that 70% of the building must be the designated use (office,

residential, etc.) and the balance in “other” uses, not described. While wrapped in some mixed-use language, this notion of “Focus” is a restriction that nonetheless creates predominately single-use districts – an undesirable outcome.

Designation of areas for a predominate single use could have the affect that build-out of the Tyson’s vision will become distorted. For example, if the residential market is robust and the office market is not, the areas nearest the Metro Stations will remain undeveloped because the 30% “other uses” to be developed on the “Office Focus” properties will not be developed until the office is developed. Rather than prescribe how a property is used, Fairfax County should establish transportation, access and development standards that promote a vibrant, urban environment without restricting or promoting any particular urban use. Over the decades, the uses may change many times while the urban form remains.

We recommend that the Draft Concept Land Use plan be amended to eliminate assignment of particular uses (“Focus” or otherwise) in favor of a form-based approach recently adopted by Arlington County for it’s new Columbia Pike plan.

Thank you for the opportunity to share these comments with the Task Force.

Sincerely,



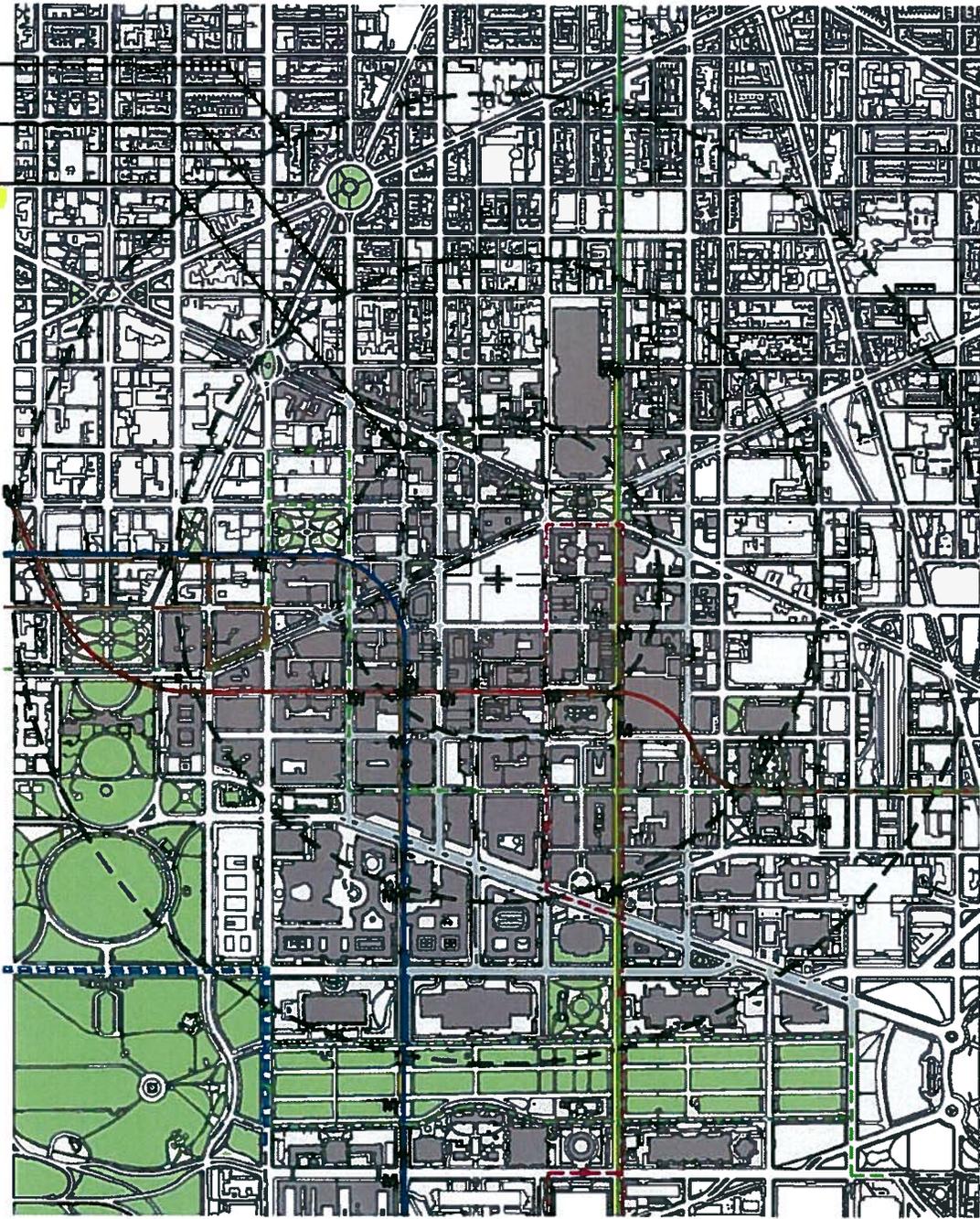
Matthew E. Hurson
Managing Director

cc: B. Alsup, Hines Interests, L.P.
G.B. Arrington, PB Placemaking
Ken Lawrence, Providence District Planning Commissioner
Sterling Wheeler
Martin D. Walsh
Elizabeth D. Baker

Radius 3/4 mi.
15 Min. Walk

Radius 1/2 mi.
10 Min. Walk

Radius 1/4 mi.
5 Min. Walk



- Washington D.C. Metro Lines Legend**
- Red Line - Glenmont/Shady Grove
 - Orange Line - New Carrollton/Vienna
 - Blue Line - Addison Road/Franconia-Springfield
 - Green Line - Branch Avenue/Greenbelt
 - Yellow Line - Huntington/Mt. Vernon Sq-UDC

- Washington D.C. Downtown Circulator Legend**
- - - North-South Loop
 - - - White House-Capitol Loop
 - - - Possible Georgetown Extension
 - - - Monuments Extension

A-3 TRANSPORTATION