JBG ROSENFELD RETAIL

May 5, 2008

VIA: EMAIL TO ML.CT2@verizon.net and U.S. MAIL

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

Re: Tysons West District Planning Recommendations
Tax Map 29-3 ((1)) 1Band 29-3 ((20)) C1`

Dear Chairman Tyler and Members of the Task Force:

JBG/Tysons Retail LLC ("JBG") is the owner of the former Moore Hummer/Cadillac dealership site located southwest of Leesburg Pike and north of Westwood Center Drive. The property is outlined in red on the attached map. More than seven acres in size, the property is located within ¼ mile of the proposed Tysons West Metro Station and portions of the property are as close as 700 feet (0.13 miles) from the station entrance, making it a very easy walk to this transit facility. The property is currently zoned C-7, Regional Retail District, and is currently developed with one and two story automotive dealerships sales and service buildings, a 6-story parking deck and a surface parking lot. Given its location and development status, this site offers a remarkable opportunity for redevelopment into a pedestrian friendly, mixed use, transit oriented development in keeping with the goals and planning principles espoused by the Task Force (which we fully support).

We are currently in the process of planning a multi-phased redevelopment of the property. The Phase I is to demolish all the current buildings (except the 6-story parking deck) and build all new buildings with a variety of retail, restaurant and service uses, as well as ancillary office uses under the existing zoning. Wide, gracious sidewalks and pedestrian friendly plaza areas are incorporated into the Phase I development. The site design anticipates and accommodates higher density office, retail, residential and hotel structures to be built in future phases (Phase II +) as metro-rail is constructed and the market matures. A rendering of the Phase I and Phase II conceptual development is attached.

In April, PB PlaceMaking released the *Consultants Draft Preferred Concept* for re-planning of the Tysons Urban Center. In reviewing the draft concept, we note several areas of concern that we would like to share with you.

- The intensity map designates the property as Intensity Level 2 with a recommendation of development up to a 2.75 FAR for both commercial and residential uses. While this intensity is considerably higher than the by-right zoning for the site, it is nonetheless a relatively low FAR for creating a vibrant, pedestrian friendly, transit oriented development. Level 2 is associated with land located between 1/8 and ¼ mile from the station. However, it is common planning practice to consider all land within ¼ mile of a fixed rail transit station, as the primary pedestrian shed. It takes approximately five minutes to walk ¼ of a mile. In order to make the best use of the expensive rail extension, it is vital that the station areas are planned to create walkable, amenitized communities that will generate high transit usage. The mix of uses is important and higher intensities are paramount. ***All land within ¼ mile of the station should be planned at Level 1 intensities of 4.75 FAR.***

- At a recent Task Force meeting, there was a suggestion by a Task Force member that properties on the south side of Route 7 should be assigned less intensity than those properties on the north side of Route 7 regardless of their distance from the metro station entrances. We would like to go on record objecting to this suggestion. One of the key tenets of the Task Force's work has been to treat each station area equally, designating all property within certain distance zones the same intensity. This is fair, equitable and good planning. ***Properties within similar distances from the station entrances should be assigned the same intensity.***

- The map of land uses, parks and open space network identifies the site as planned for Mixed Use. It is our understanding that Mixed Use is defined as a mix of approximately 60 percent residential use and 40 percent employment use with support retail and service uses. This is generally reasonable, but we would caution that there are inherent complexities in developing a successful transit oriented development whether you are looking at a single project, several blocks or an entire station area. Flexibility is the key in developing the right mix. Furthermore, it appears that hotels are only recommended in areas designated "Hotel Focus". Hotels are generally acceptable alternative uses in office areas, multi-family residential areas, and are often very complementary in mixed use projects. ***The definition of Mixed Use should allow variations in the mix of uses and should incorporate hotels as an appropriate use.***

- As experienced retail and mixed-use developers, we know it is important to have sufficient retail development, in terms of quantity, quality and diversity, to meet the needs of the workers and residents of an area and in some cases to attract other customers. However, that does not mean that every street or every block should include ground floor retail uses; in fact requiring retail where it is not marketable can be detrimental to the streetscape and the community as a whole. For retail to be successful,

it is important to create synergy between a variety of retail uses in close proximity to each other. ***Retail/service uses should not be required in all developments, but encouraged selectively based on location, adjacency and demand.***

- The grid of streets includes the extension of Boone Boulevard along the property's western and northern boundaries. We support a new grid of streets in Tysons, as it is only with appropriate street patterns, good access to transit, higher intensities and a balanced mix of uses that a well functioning, transit oriented community will be created. Also, a proposed connection of Boone Boulevard extended to the Dulles Toll Road has been shown on some plans. While we believe that this connection is warranted, careful consideration should be given as to where and how it is made so that auto traffic can safely transition to this pedestrian friendly street. ***More detail as to the location, section width, lane configuration and aesthetics of the proposed streets and highway connections are needed to provide meaningful comments.***

- A conceptual circulator route is shown on Boone Boulevard Extended, but does not extend west of the transit station. In fact, no circulator route is shown west of the Tysons West Station north or south of Leesburg Pike. The circulator should provide service to all areas of Tysons to provide connectivity and further encourage transit usage. ***Provide a circulator route to serve areas west of the Tysons West Station.***

Thank you for the opportunity to share these comments and suggestions with you.

Sincerely,

James J. Garibaldi, Jr.
Principal

Jay W. Klug
Acquisition & Development Associate

Enclosures

cc: GB Arrington (w/ enclosures via email to arrington@pbworld.com and U.S. Mail to PB Placemaking, 400 SW 6th Avenue, Suite 802, Portland, OR 97204)

Frank de la Fe (w/ enclosures via email to frankdelafe@comcast.net and via U.S. Mail to Fairfax County Planning Commission, 12000 Government Center Parkway, #330 Fairfax, VA 22035)

Sterling R. Wheeler (w/ enclosures via email to sterling.wheeler@fairfaxcounty.gov and U.S. Mail to Fairfax County Department of Planning & Zoning, 12055 Government Center Parkway, Suite 730, Fairfax, VA 22035)