



Sol Glasner

Vice President, General Counsel and Secretary
703-983-1252
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March 14 2008
A080-L-524

Ms. Janyce Hedetniemi
Consultant Liaison Subcommittee
Tysons Task Force

Dear Ms Hedetniemi:

As you are aware, The MITRE Corporation (“MITRE”) is the owner-occupier of an office campus on Colshire Drive, Mclean (the “Property” or “Campus”). As discussed in my letter dated November 13, 2007 (a copy is enclosed as Exhibit A), MITRE has operated from its Colshire Drive Property for over 40 years. We see a long-term future for MITRE in McLean, but this is dependent on the ability of the Campus to accommodate projected increases in staff through what we believe would be sensible and appropriate development. As indicated in my last letter, we believe that an appropriate density for the Property would be 3.0 FAR.

With MITRE’s future in Tysons linked to density allocation through the revised Comprehensive Plan, we have been closely monitoring the work of the Tysons Task Force. For the reasons discussed below, some information recently provided by PB Placemaking has given us significant cause for concern.

1. MITRE’s major and integrated Tysons Corner Center Campus is located within a very short walk to the planned Tysons East Metro Station, but the majority of our campus appears to be excluded from Intensification Consideration.

MITRE has long been a strong proponent of Metrorail in Tysons Corner. Our leadership was instrumental in the creation of a tax district to help finance Metrorail service through Tysons. MITRE was one of the first and most visible corporate entities to back and publicly embrace rail to and through Tysons.

We were one of the first companies in Tysons to agree to the rail tax district in order to help bring private funding to this public project. We are extremely excited about the opportunities that will be provided by the Tysons East Metro Station on our doorstep, and anticipate that a significant number of our employees will use this valuable and convenient Metrorail service.

MITRE is quite cognizant of the many opportunities to reduce peak vehicle trips in Tysons Corner; we strongly promote teleworking and use of flexible hours for our employees. MITRE also encourages use of public transportation. We are located close to

a number of bus stops and we provide a shuttle service to connect our employees with Metrorail at West Falls Church.

Density allocation was not covered at the recent Tysons Task Force Community Workshops. Instead, graphics included in a PowerPoint presentation showed levels of 'Intensity' surrounding planned Metro Stations, which we assume relate to development intensity. Attached as Exhibit B is 'Prototype A' from the presentation, which clearly depicts anticipated levels of intensity corresponding to proximity from the planned Metro Stations (the same boundaries were shown for Prototype B).

At Exhibit C, I have enlarged a portion of this graphic and highlighted the location of the MITRE Property. As you will see, the graphic clearly shows that, despite our proximity to the Metro Station, the majority of the MITRE Campus is outside of the second level of development intensity. The exclusion of such an important office development, within walking distance of a Metro Station, is both confusing and disappointing. Further, the inclusion of only a small portion of the Property within the level of intensity is illogical and provides no additional development opportunities for MITRE.

We believe that MITRE's proximity to the planned Tysons East Metro Station and our ability to encourage use of this facility by our employees warrants the whole of the MITRE Property being included within the second level of intensity boundary on this graphic and an associated level of density being allocated.

2. Two significantly different density allocations across MITRE's Campus is neither good nor logical planning.

Over the last 40 years, MITRE has carefully added additional floor space to its Property to create and maintain an integrated Campus, providing numerous facilities for its employees and winning a number of local and regional design awards. In addition to the transportation and work practice measures discussed, the Campus also helps to reduce trip generation by providing on-site services for its employees.

Our facilities and services, including attractive open space, cafes and cafeterias, fitness centers, a dry cleaning service and convenience store, all help minimize vehicle trips generated by MITRE during business hours. Furthermore, the Property is a fully integrated Campus with all buildings linked by internal, covered connections. As such, it could be argued that any walking distances or times from the Metro Station should be measured from the MITRE 3 or MITRE 2 buildings at the turning circle on Colshire Drive.

In view of the above, we believe that the MITRE Campus is uniquely positioned to accommodate an increase in density and to accomplish many of guiding planning principles articulated by the Task Force.

However, in December 2007, Tysons Corner Advanced Alternative maps were prepared by PB Placemaking and Fairfax County. These maps appear to suggest that the MITRE Property should be planned for two separate densities (see Exhibit D). As previously stated, it is MITRE's intention to continue to operate from its Colshire Drive Campus and to develop additional floor space to accommodate the anticipated growth in staff. This additional floor space would be developed as a sensible and appropriate addition to this integrated Campus. While Prototype B does suggest that part of the Campus would be afforded an FAR of 3.0, which we support, it would not be possible to develop the one Property under two separate densities.

We appreciate the desire for density to 'step down' from the Metro Station towards single-family detached dwellings on the south side of Magarity Road, but feel that this would still be achieved by the sensible development of the Property at a density of 3.0 FAR. MITRE is separated from properties on Magarity Road by a substantial landscape buffer and a community of multi-family dwellings.

Our vision for the future development of the Property is included as Exhibit E. This vision does not propose the construction of buildings closer to Magarity Road. Instead, it would utilize previously developed land currently used by surface parking lots and a parking garage.

We believe that the portion of Tysons south of the planned Tysons East Metro Station provides an opportunity to create a high and medium density mixed-use development, comprising retail, residential and office floor space, within walking distance of a planned Metro Station. To contribute to this important opportunity and provide for the future growth of MITRE's McLean Campus, the Property should be allocated a density of 3.0 FAR in the revised Comprehensive Plan.

3. The MITRE Campus and Employees Merit being on a Circulator Route

Information presented at the recent workshops suggests that, should circulator routes be planned for Tysons, MITRE would not be served by such a route (see Exhibit F). On Colshire Drive, the corporate Campuses occupied by MITRE and Northrop Grumman accommodate in excess of five thousand employees, a number which will rise significantly in the future. We believe, therefore, that the circulator route should take advantage of the opportunity to provide direct public transportation connection to this significant number of people and should include Colshire Drive and particularly its turning circle in the circulator route.

4. MITRE supports Tysons Grid Street System

Over the last two years, MITRE has closely monitored the work of the Task Force and we have been particularly interested in the design of a grid street system for Tysons. We fully appreciate that with planned Metro Stations and additional development comes a need to provide improved pedestrian and vehicular access, and we are certainly willing to do our fair share to foster these important connections.

During the last year, we have noticed a number of graphics showing a future grid street network, with a number of those proposed routes surrounding and passing through the MITRE Property. At the recent public workshops, we noted that the latest of these graphics shows a local street running across the southern boundary of the MITRE Property (see Exhibit G). MITRE appreciates the need for additional streets and supports a number of proposed roads surrounding and passing through the Campus. However, as conveyed in our September 2007 letter to Sterling Wheeler, we do not understand the justification behind this particular connection.

Not only would this route affect the security of MITRE's Campus, it would add no discernable benefit to the grid of streets. Furthermore, this route would likely result in the loss of a substantial landscape buffer between MITRE and the community of multi-family dwellings to the south. Any possible benefits of this route would not outweigh the negatives. We respectfully request that this route not be included in the draft grid street network. We note that the route was not included in recent traffic assessments undertaken by Cambridge Systematics, and assume that this is a reflection of the inappropriateness of such a connection.

In summary, we would like to reiterate MITRE's desire and ability to encourage use of the planned Metrorail service by its employees and believe that it is excellently positioned to do so. Given its proximity to this planned service, the Property should be allocated a density of 3.0 FAR as part of the Campus is on the December, 2007, Tysons Corner Advanced Alternative – Prototype B maps. However, for the reasons discussed above and set out in my attached letter, we believe that the whole of the MITRE Property should be allocated this density.

We trust that you will find these comments helpful. This is an important time for MITRE's operations in Tysons Corner and we would appreciate the above concerns

Ms. Janyce Hedetniemi
March 14, 2008
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being considered by the Consultant Liaison Sub Committee. Should you wish to discuss any of the above, please do not hesitate to contact me.

Sincerely,



Sol Glasner

SG:sls
Enclosures

cc: Antonio Calabrese, Ken Courtenay, Abby Goodman, Jo Hodgins, Brenda Krieger, Michelle Krocker, Bill Lecos, Sally Liff, Keith Turner, Clark Tyler, Ben Wales, Kohann Whitney

MITRE: Mark Kontos, Ray Leavitt



Sol Glasner

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13 November 2007
A080-L-449

Ms. Janyce Hedetniemi
Consultant Liaison Subcommittee
Tysons Task Force

RE: The MITRE Corporation

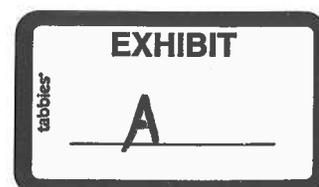
Dear Ms. Hedetniemi:

The MITRE Corporation ("MITRE") is the owner-occupier of the office campus on Colshire Drive, McLean (the "Property" or "Campus"). MITRE's proximity to the Tysons East Metro Station (as shown on the attached graphic) and a need to plan for the future expansion of office space at the Campus has led to us closely monitoring and actively participating in the important work of the Tysons Task Force. MITRE has now been able to review copies of the draft Advanced Alternatives, which indicate property densities for the two development options for Tysons. We believe that the Alternatives fail to provide appropriate density for our Property. We communicated our concern to Sterling Wheeler in a letter sent in September, and we also wish to bring it to the attention of the Consultant Liaison Sub Committee.

MITRE has been operating from its McLean Campus for over 40 years and currently employs approximately 2,400 people at the Campus. In recent years, MITRE's workforce has grown by 8% per year, and this growth is forecast to continue. To accommodate increased staff levels, MITRE has needed to lease additional office floor space in Tysons Corner, a practice which allows approximately 700 more members of staff to be accommodated, but does not allow the integration and communication required by the demands of MITRE's work program. In the short term, MITRE seeks to consolidate its staff onto one Property and to accommodate our recent and anticipated increase in employees. In view of the necessary long-term approach employed by the Tysons Task Force, we have also considered the long-term requirements of the Colshire Drive Campus, with specific regard to the expansion of operations and workforce.

In August 2006, MITRE submitted a Proffered Condition Amendment application to Fairfax County, to allow the development of an additional office building at the Campus. Once revisions to the Comprehensive Plan had been adopted by the Board of Supervisors, this office building was to be extended (with a combined increase in Floor Area Ratio ("FAR") at the Property of 1.2). These proposed office buildings would address MITRE's short-term requirements for an increase in office space. At the suggestion of Staff, the application has been put on hold until the work of the Task Force has been completed.

The MITRE Corporation
7515 Colshire Drive
McLean, Virginia 22102-7508



While MITRE still seeks to increase the FAR at the Campus in the short-term by 1.2, we believe that the Comprehensive Plan must allow an increase in FAR to 3.0 for the Property to sufficiently provide for MITRE's long-term requirements. The northern tip of the MITRE Campus lies within 1,000 feet of the site of the planned Tysons East Metro Station which will be easily accessible to users of the rail link and would be appropriate for such an increase in FAR. Further, there are a number of factors that justify such an increase in density for the MITRE Campus and for other properties surrounding the planned Tysons East Metro station:

- The additional transport mode provided by the Metro station will significantly increase the accessibility of a location that already benefits from access to the regional road network through close proximity to Route 123, I-495 and the Dulles Toll Road. This part of Tysons will also have access to proposed HOT lanes within the I-495. Other station locations in Tysons do not enjoy such proximate and significant access opportunities.
- Property owners surrounding the Tysons East station anticipate providing an appropriate mix of compatible land uses. Future development plans by individual property owners anticipate office, residential and retail uses. The development of a high and medium density mix of such uses surrounding the Metro station would allow ridership to be maximized and would assist a reduction of dependence on the private vehicle.
- The parcels of land surrounding the planned Tysons East station are controlled by only four entities, which share a vision for the planning of this part of Tysons Corner. Unlike the ownership of portions of Route 7, this would allow for planned and integrated development and access to be achieved.
- The area surrounding the Tysons East station accommodates two of Tysons Corner's largest employers; Capital One and MITRE. These companies should be encouraged to grow their operations in Tysons, rather than outside of Fairfax County or in suburban office parks, which could cause more congestion.
- MITRE is a strong proponent of TDM measures and currently operates a number of strategies and services for its employees to reduce use of single occupancy vehicles. MITRE currently provides a shuttle service for its employees to and from the West Falls Church Metro station, and would continue to offer service (or participate in an area-wide shuttle service) to the Tysons Metro stations. With the introduction of the Metro service, large numbers of MITRE employees could be encouraged to and assisted in, using the service.
- The MITRE Campus has been extremely well planned and has won awards for its architecture. Additional density can be accommodated on the Property without detriment to the appearance of the Campus or surrounding properties.

Ms. Janyce Hedetniemi
13 November 2007
Page Three

As discussed above, MITRE believes that its Colshire Drive Property and the surrounding parcels are appropriate for an increase in density higher than shown on the draft Advanced Alternatives graphics. MITRE would like to encourage the Sub Committee to recommend higher densities in this location and to recommend a density of 3.0 FAR for the MITRE Campus, which would allow an appropriate increase in floor space.

We hope that this information has proved helpful in your important work on behalf of the Task Force. Should you have any questions or require any further information, please do not hesitate to contact us.

Sincerely,

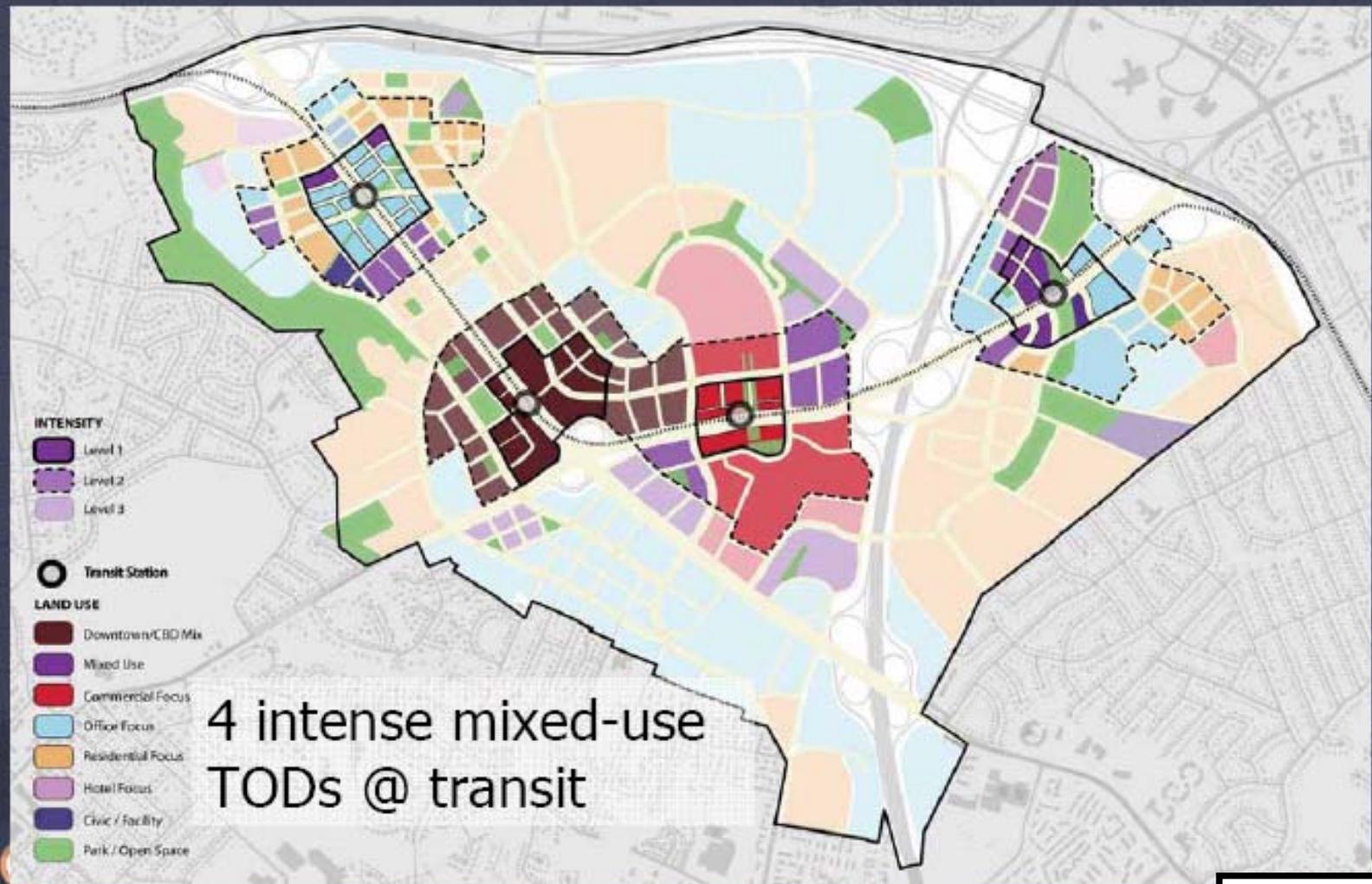


Sol Glasner

cc: MITRE: M. Kontos; R. Leavitt

Antonio Calabrese
Kem Courtenay
Abby Goodman
Jo Hodgkin
Brenda Krieger
Michelle Krocker
Bill Lecos
Sally Liff
Keith Turner
Clark Tyler
Ben Wales
Kohann Whitney

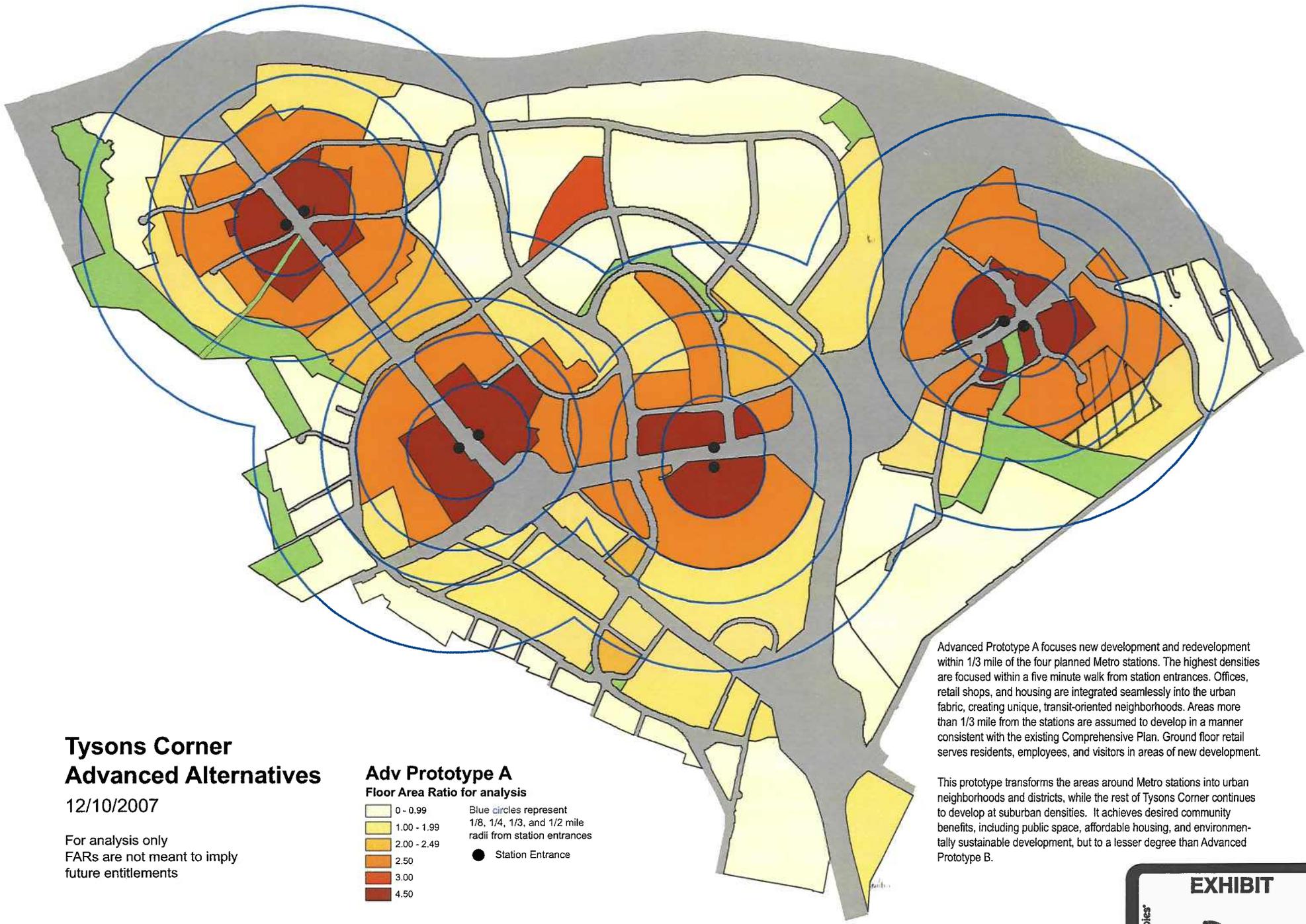
Prototype A: Intensity



4 intense mixed-use
TODs @ transit



EXHIBIT C



**Tysons Corner
Advanced Alternatives**
12/10/2007

For analysis only
FARs are not meant to imply
future entitlements

Adv Prototype A
Floor Area Ratio for analysis

	0 - 0.99	Blue circles represent
	1.00 - 1.99	1/8, 1/4, 1/3, and 1/2 mile
	2.00 - 2.49	radii from station entrances
	2.50	● Station Entrance
	3.00	
	4.50	

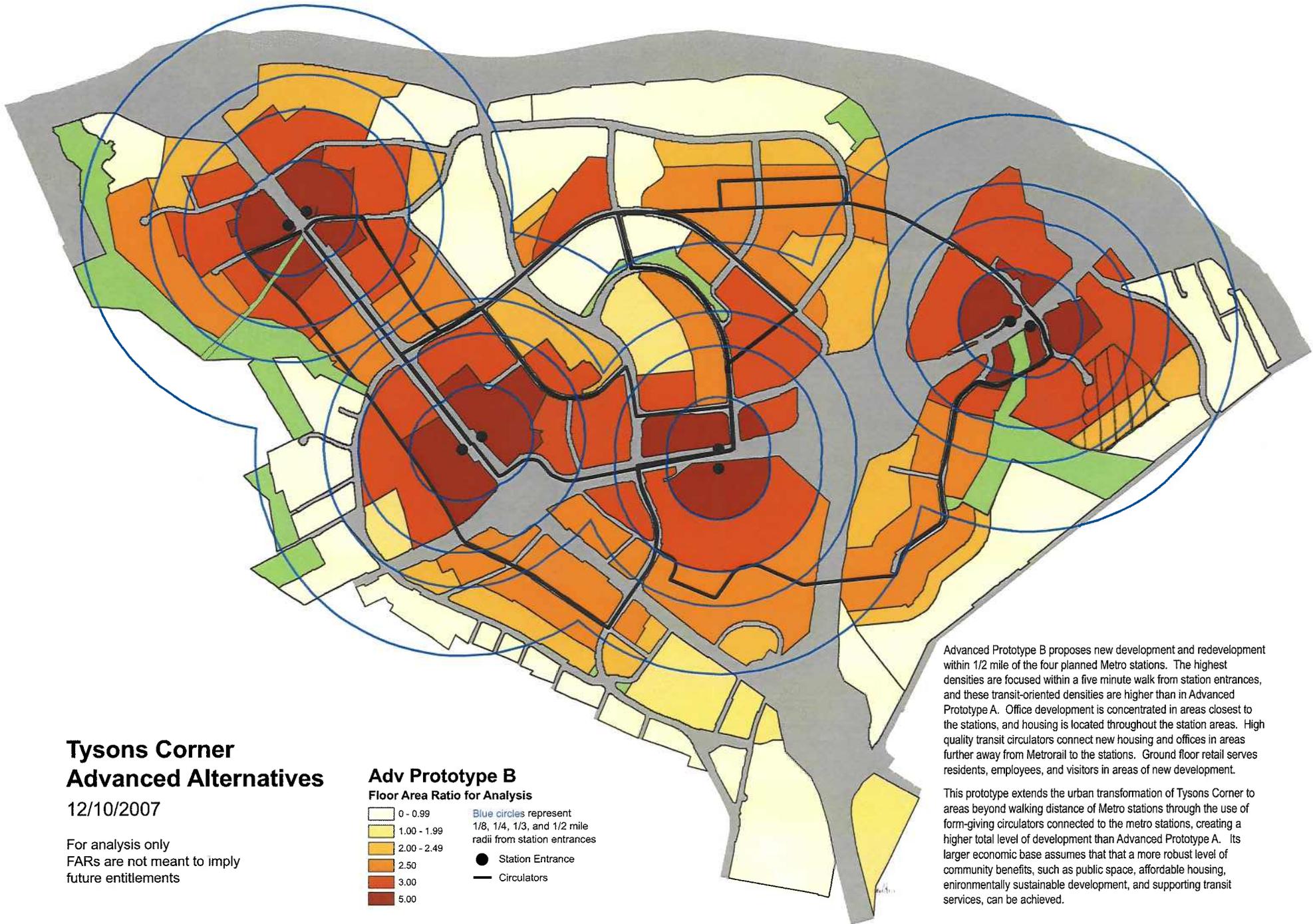
Advanced Prototype A focuses new development and redevelopment within 1/3 mile of the four planned Metro stations. The highest densities are focused within a five minute walk from station entrances. Offices, retail shops, and housing are integrated seamlessly into the urban fabric, creating unique, transit-oriented neighborhoods. Areas more than 1/3 mile from the stations are assumed to develop in a manner consistent with the existing Comprehensive Plan. Ground floor retail serves residents, employees, and visitors in areas of new development.

This prototype transforms the areas around Metro stations into urban neighborhoods and districts, while the rest of Tysons Corner continues to develop at suburban densities. It achieves desired community benefits, including public space, affordable housing, and environmentally sustainable development, but to a lesser degree than Advanced Prototype B.

EXHIBIT

D

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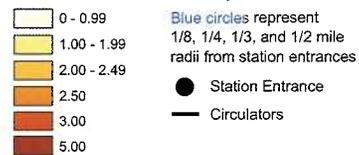


Tysons Corner Advanced Alternatives

12/10/2007

For analysis only
FARs are not meant to imply
future entitlements

Adv Prototype B Floor Area Ratio for Analysis

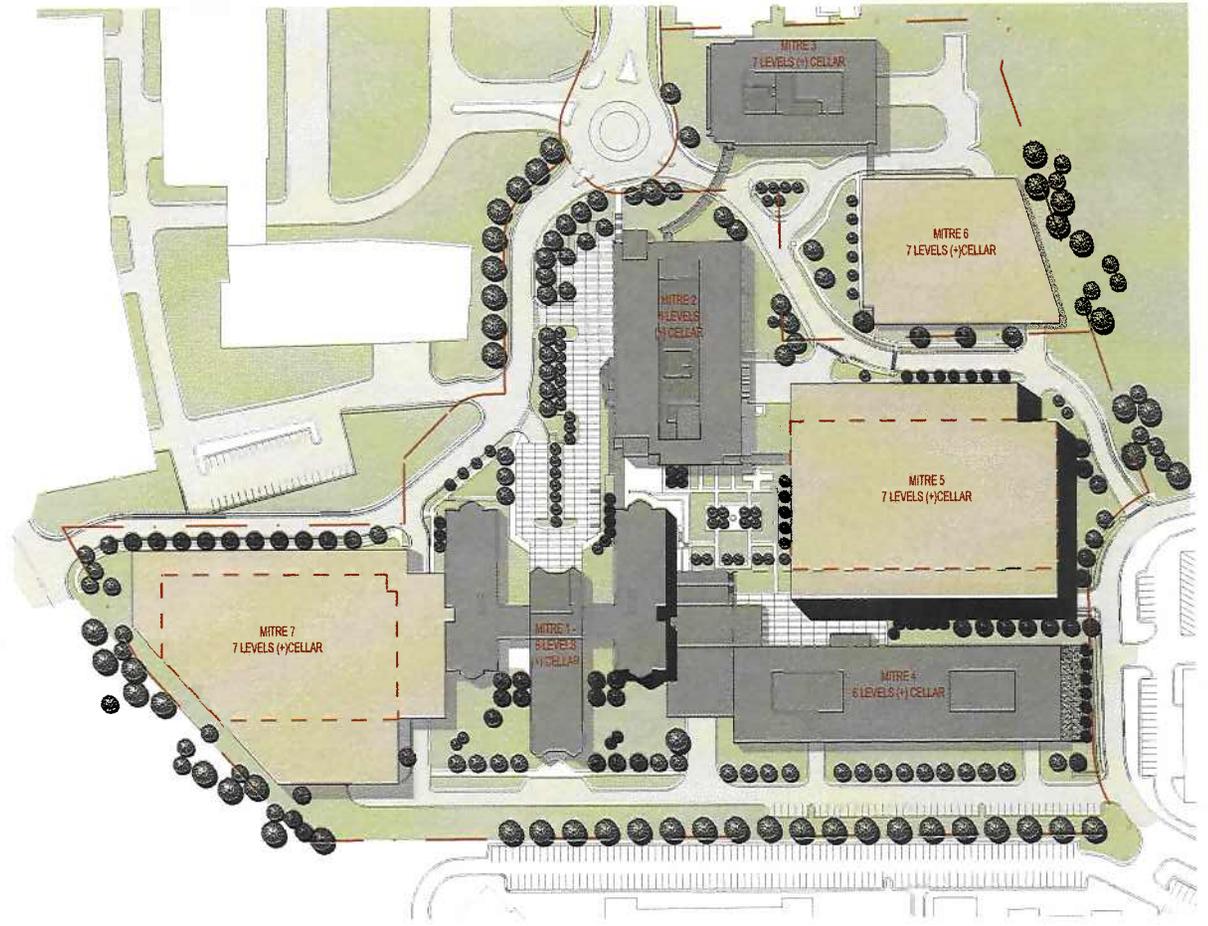


Advanced Prototype B proposes new development and redevelopment within 1/2 mile of the four planned Metro stations. The highest densities are focused within a five minute walk from station entrances, and these transit-oriented densities are higher than in Advanced Prototype A. Office development is concentrated in areas closest to the stations, and housing is located throughout the station areas. High quality transit circulators connect new housing and offices in areas further away from Metrorail to the stations. Ground floor retail serves residents, employees, and visitors in areas of new development.

This prototype extends the urban transformation of Tysons Corner to areas beyond walking distance of Metro stations through the use of form-giving circulators connected to the metro stations, creating a higher total level of development than Advanced Prototype A. Its larger economic base assumes that a more robust level of community benefits, such as public space, affordable housing, environmentally sustainable development, and supporting transit services, can be achieved.

FAR Calculations										
	Mitre 1	Mitre 2	Mitre 4 Phase I	Mitre 4 Phase II	Mitre 5 Phase II	Mitre 7 Phase II	Mitre 3 Phase III	Mitre 6	Total	
Lot Area			700,000				155,204		1,652,213	
Building Gross Flr	269,792	262,110	157,361	157,261	596,631	624,547	100,200	278,599	2,510,241	
Actual FAR	2.93			2.94			2.94		2.94	

All cellar area is exempt from FAR



tabbles®

EXHIBIT

E

Adv Prototype B: Transportation

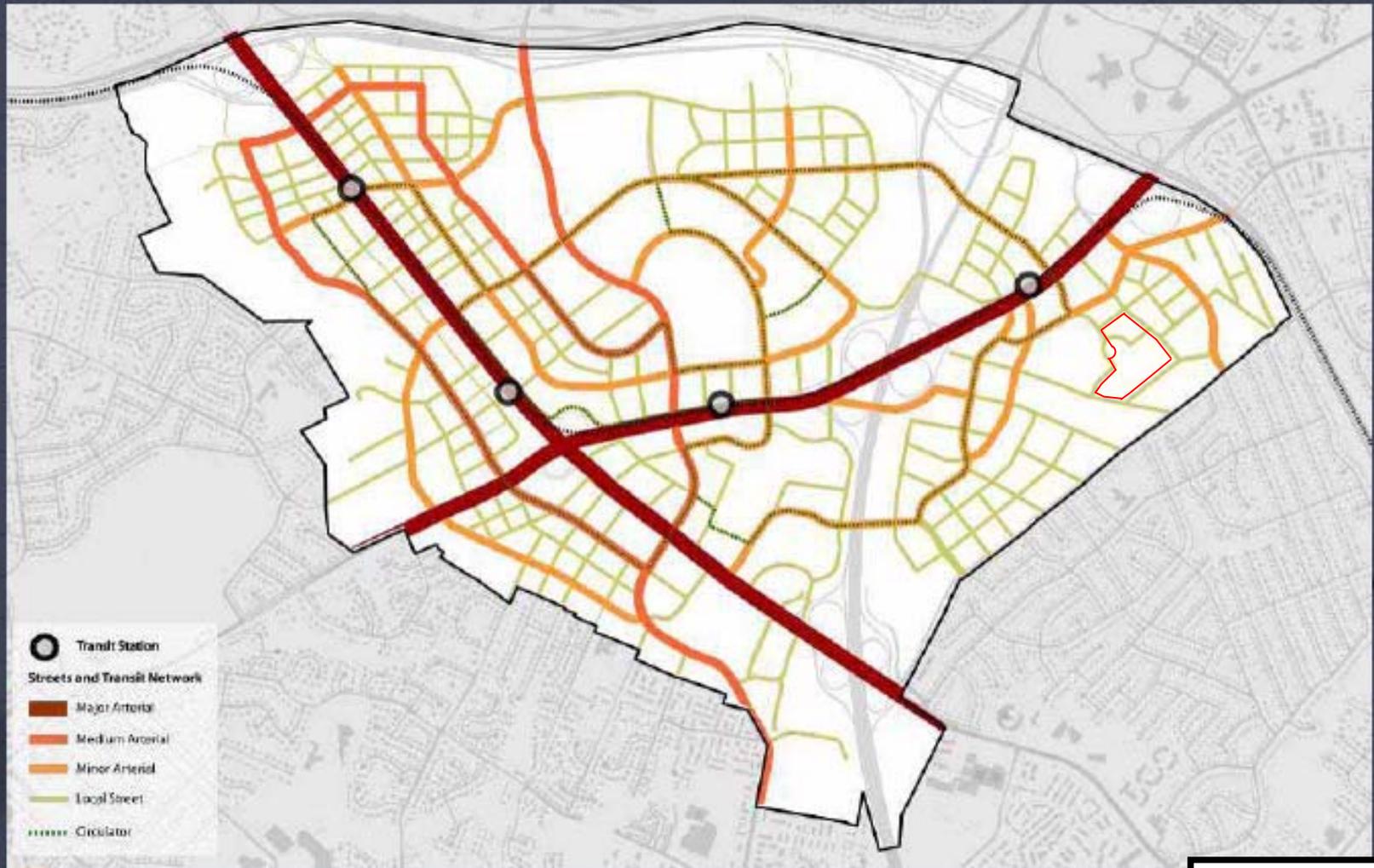


EXHIBIT F

Prototype A: Transportation

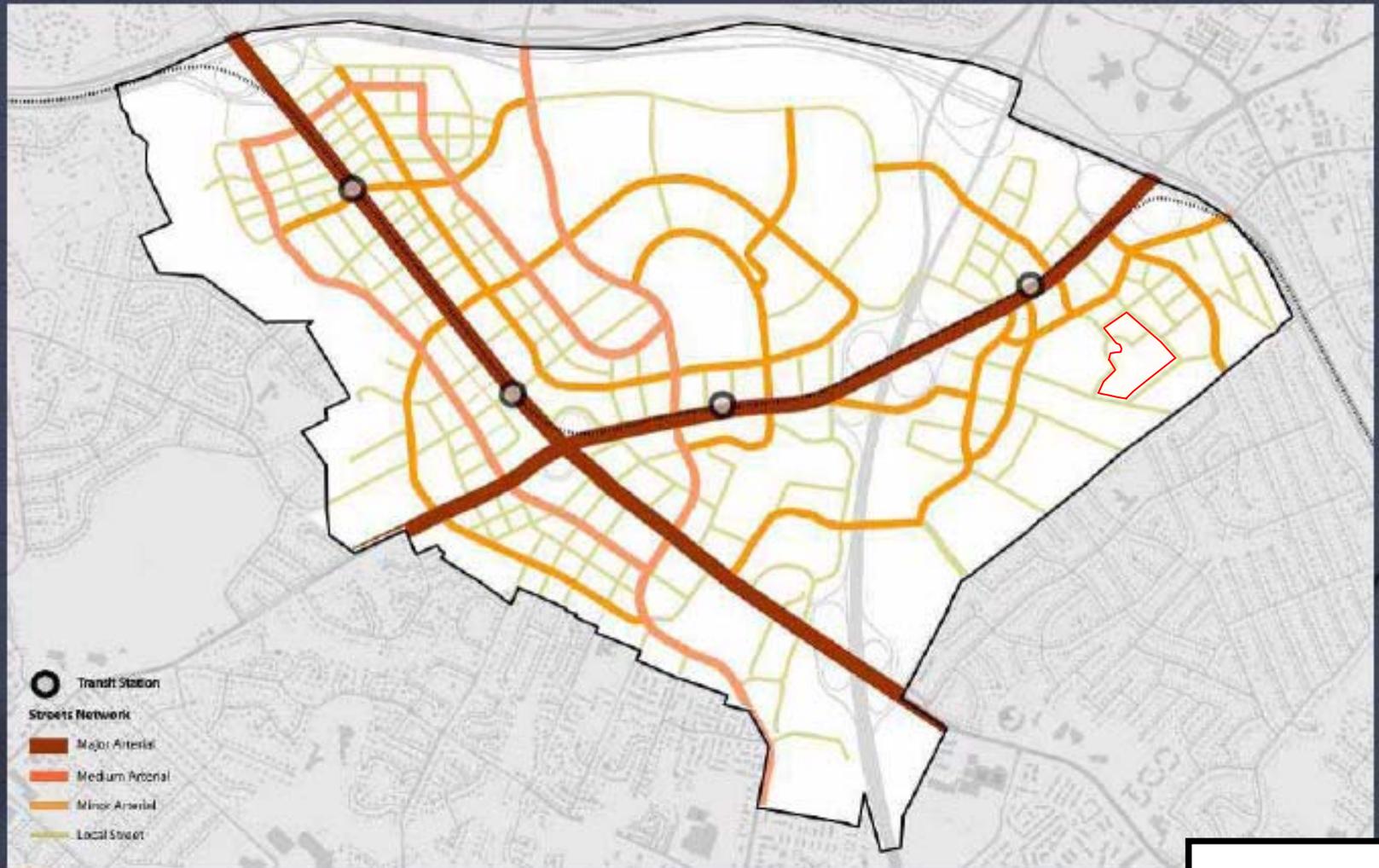


EXHIBIT G