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SR Management Company
900 17th Street, NW Suite 402
Washington, DC 20006

June 2, 2008

**Dolley Madison Apartments at Tysons, Old Meadow Road
Tax Map Parcels 39-2 ((1)) 67, 67C, 67E, 67F, 67G and 72**

Dear Members of the Tysons Land Use Task Force:

I write on behalf of Dolley Madison Apartments at Tysons ("Dolley Madison Apartments") a 581-unit, garden-style apartment complex that I own and operate along with other members of my immediate family. Built by my father in the mid-1960's, Dolley Madison Apartments has provided Tysons Corner residents with a well-maintained apartment community at attractive rental rates for more than 40 years. Our family is very encouraged by many of the Task Force's laudable goals, especially as they relate to improving the area's traffic congestion and correcting the current imbalance between housing and jobs. However, we are very concerned about several recent proposals that would likely prevent much of the Task Force's vision from being implemented. We believe that our property possesses a unique setting that could contribute significantly to achieving the Task Force's goals. Unfortunately, few of these goals seem feasible to us under current and proposed guidelines for future development.

By way of background, our 29-acre property is zoned R-20 and is located less than one-half mile from the future Metro Station (see attached locator map). Dolley Madison Apartments offers a direct, safe and attractive walk to the Metro Station and provides the type of redevelopment opportunity the Task Force should encourage. That redevelopment, however, would be unlikely to occur if certain of the Task Force's current recommendations are implemented. Among our major concerns are the following: (1) the Housing Subcommittee's current recommendation of "one-to-one" replacement of "market affordable units"; (2) the proposed intensity rings, along with the consultant's emphasis on our property's Magarity Road frontage as opposed to our property's actual proximity and convenient access to the future Metro Station; (3) the draft "Strawman Preferred Alternative" and map, which leaves a large portion of our land at both 1.0 FAR and "Existing Plan" density while simultaneously seeking numerous community benefits from our site; and (4) the physical impact of a "Circulator" bridge and ramp landing zone across the northern portion of our property.

First, the preliminary recommendation by the Task Force Housing Subcommittee for "one-to-one" replacement of our existing 581 affordable rental units would be unduly burdensome on any future redevelopment of our site, especially in connection with current and proposed FAR restrictions. This proposal could impose an ADU/workforce requirement that is two to three times greater than would be required of other properties in the planning area. Our redevelopment flexibility would be penalized simply because we have provided an affordable rental community in this location for the past 40 years (during which time many of our

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neighbors converted to condominiums). We believe that such a proposal is inequitable and will single-handedly eliminate the redevelopment potential of our land.

Second, the consultant's draft "Strawman Preferred Alternative" appears to up-plan to higher density only the northern section of our family's property, leaving a large portion of Dolley Madison Apartments at "Existing Plan" density. We are concerned that the Task Force has dismissed our property as an "edge" without recognizing that our land is uniquely situated. Dolley Madison Apartments occupies one of the highest topographic points in Tysons Corner, adjacent to I-495 and the multi-story "Regency" and "Encore" residential towers. Simultaneously, our property abuts the Pimmit Hills subdivision along Magarity Road. As such, many sections of our property lie within close proximity (less than one-half mile) to the future Metro station, yet the consultant's draft appears to have assigned "Existing Plan" FAR restrictions to a majority of our property. Given our on-the-ground experience with residents at Dolley Madison Apartments, we are confident that the vast majority of occupants would walk to the proposed Metro stop regardless of where they live within our community. The current intensity rings seem overly limiting and would likely prevent our community from fully achieving the live-work ideal envisioned by the Task Force.

Third, our family is strongly in favor of adding community amenities to make Tysons a more desirable and urban community, but redevelopment must make economic sense to the landowner or such amenities will never be provided. For example, we have been especially concerned by discussions by some that would impose undue building height restrictions on our property. Such height restrictions would severely affect our ability to cluster development, provide a landscaped buffer along our eastern edge to Pimmit Hills, and achieve desired densities. We firmly believe that the northern half of our land, located closest to the proposed "Circulator," should be recommended for the same height as "The Regency." Additionally, we will require additional height north of Kennedy Drive to achieve the density levels necessary for implementing an "urban grid" of streets along with the two parks the consultant appears to recommend for our property. Regarding the proposed street grid, please be aware that Dolley Madison Apartments currently experiences a high volume of cut-through traffic (e.g. Magarity Road residents going toward Route 123, and The Regency/Encore residents going toward Route 7 in Falls Church), which has been a constant problem for our residents.

Lastly, our family is very concerned about the physical impact on our property of the proposed "Circulator" bridge over I-495. Given the topography of our site relative to I-495, FDOT staff has acknowledged that long landing zones would be required to link the bridge ramps to Old Meadow Road. Based on current plans, this bridge ramp could cut through our existing pool house and management office facility. While the idea of a "Circulator" connecting our

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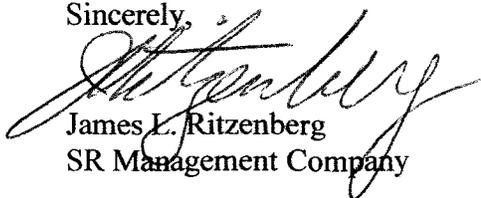
property to the mall and other local amenities is appealing, we seek some assurance that the bridge ramp would not prevent the addition of both an urban streetscape and high-quality building arrangement on our family's property. Additionally, we understand that a major Task Force goal is to improve overall circulation by connecting the eight "rooms" in Tysons Corner and removing traffic from the main thoroughfares. Consequently, given the high cost of such a bridge, we question why the Circulator bridge depicted on the draft "Strawman Preferred Alternative" map would not include vehicular traffic, in addition to light rail, pedestrian and bicycle traffic.

We appreciate your consideration of our family's concerns and commend you for undertaking this vital task. As third-generation residents of the Washington, DC metro area and stakeholders in Tysons Corner, our family supports the Task Force's mission to transform Tysons Corner into a modern, urban setting that can support additional density. Further, we agree that providing affordable/workforce dwelling units, high quality design amenities, and other community benefits are critical in creating a vibrant community. Achieving this potential will require the adoption of a Comprehensive Plan map and text that landowners can afford to implement with meaningful incentives for us to do so. The Comprehensive Plan must also be fair and realistic. As stated above, several recent proposals threaten to undermine the very redevelopment that Tysons needs and thus endanger the Task Force's overall vision.

Moving forward, we recommend that future Task Force meetings include substantial discussions regarding the "Residential Focus Areas," including the unique opportunities presented by our property. To date, we have not seen evidence of an "on-the-ground" land-use planning analysis. We hope such discussions will ensure that areas with immediate residential redevelopment potential are not restricted to relatively low FARs while also becoming overburdened with community benefits.

Please feel free to contact me at 202-296-4540 if you have any questions, require additional information, or would like to meet with us to discuss these issues.

Sincerely,

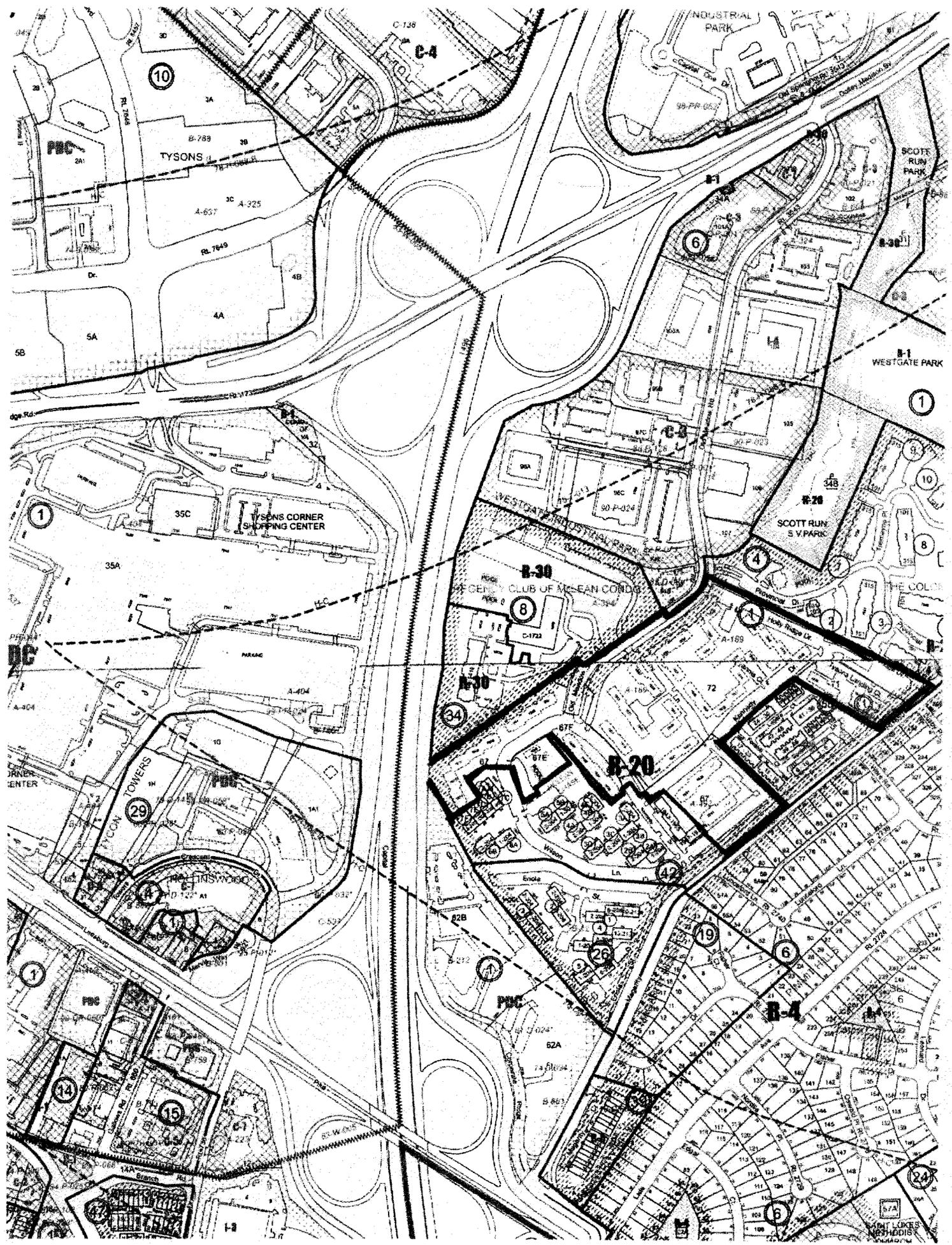


James L. Ritzenberg
SR Management Company

cc: The Honorable Linda Q. Smyth, Providence District Supervisor
Mr. Kenneth Lawrence, Providence District Planning Commissioner

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Mr. G. B. Arrington, PB Placemaking
Mr. Fred Selden, DPZ
Mr. Sterling Wheeler, DPZ



TYSONS

TYSONS CORNER SHOPPING CENTER

WESTGATE INDUSTRIAL PARK
CLUB OF MCEAN COND

SCOTT RUN S V PARK

TYSON TOWERS

THE WILKINSON

B-20

B-4

B-1

B-1 WESTGATE PARK

C-4

INDUSTRIAL PARK

10

1

8

1

34

B-20

4

29

14

15

B-1

26

6

24

SAINT LUKE'S WESTMEDICAL