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March 14, 2010

The Honorable Walter L. Alcorn, Chairman and Members
Planning Commission Tysons Corner Committee
12000 Government Center Parkway
Suite 300
Fairfax, VA 22035

Re: <u>Freddie Mac Headquarters – Removal of Dulles Toll Road Ramps</u>

Dear Chairman Alcorn and Committee Members:

This firm represents the Federal Home Loan Mortgage Corporation ("Freddie Mac"), the owner and user of property at Tax Map Reference 29-2-((15)), Parcels B1 and 4B2 (the "Property"). The Property currently contains the first four phases of an approved five-phase development and houses approximately 4,500 personnel and 1,000 contractors working for Freddie Mac. Freddie Mac has been an active participant in the redevelopment of Tysons and is generally supportive of the most recent draft plan language released on January 14, 2010 (the "Draft Plan Amendment"). However, Freddie Mac must strenuously object to the continued inclusion of a proposed Dulles Toll Road Ramp (the "Proposed Ramp") running though the Property. The inclusion of this ramp in the Draft Plan Amendment is premature and inappropriate because no studies have been completed indicating that the Proposed Ramp is needed or appropriate. In addition, the Proposed Ramp is incompatible with Freddie Mac's approved plans for the Property and with Fairfax County's long standing policy related to impacts on communities north of the Dulles Airport Access Road (the "DAAR"). For these reasons, we respectfully request that the Proposed Ramp be removed from the Draft Plan Amendment.

The inclusion of the Proposed Ramp in the Draft Plan Amendment is premature at this point. The Fairfax County Department of Transportation ("FCDOT") is currently undertaking a ramp study to determine what ramps from the DAAR are needed and in what locations. The study will not be completed for another 7-8 months, which is well after the Draft Plan Amendment will be adopted by the Fairfax County Board of Supervisors. FCDOT staff has indicated that until this study is completed, they will not be able to determine how many ramps are needed and where those ramps should be located. The proposed ramp locations, therefore, appear to be the result of arbitrary line drawing with no basis in available data or transportation

analysis. It is therefore, improper to include the planned DAAR ramps within the Draft Plan Amendment prior to completion of a ramp study.

Further, despite whatever results come out of the FCDOT study, a casual review of the proposed ramp reveals a number of problems that will adversely impact traffic flow through Tysons. First, the Proposed Ramp appears to filter traffic directly onto a local/service street. It seems inappropriate and counterintuitive to funnel voluminous traffic from a highway exit ramp onto a local/service street rather than a collector or avenue. Second, the local/service street dead ends two blocks later at the already poorly designed y-shaped intersection of Westpark Drive and a proposed east-west avenue. This location therefore, seems to defy logic and good transportation planning principles.

In addition, the Proposed Ramp is incompatible with Freddie Mac's approved phased master plan for the Property. The Property is master planned as a five phase or building complex. Freddie Mac has already constructed four of the five planned buildings and has developed plans for the fifth building (Phase V), which would consist of approximately 240,000 square feet. The Phase V building would be constructed along the eastern edge of the Property, between Jones Branch Drive and the DAAR. Freddie Mac has a vested right to the approved density for Phase V and fully intends to exercise that right. A significant amount of money has already been expended on building design and engineering work. Further, a draft site plan for Phase V has already been prepared.

However, the Draft Plan Amendment continues to include a map showing a proposed Dulles Toll Road Ramp running though Phase V of the Property (See Map 7 on page 51 of the Draft Plan Amendment). In addition, Table 8, on page 74-74 of the Draft Plan Amendment, indicates that the Proposed Ramp is not anticipated until between 2020 and 2030. By that time, the ramp will, in all likelihood, require the condemnation of a newly constructed 240,000 square foot office building.

Finally, the Proposed Ramp is inconsistent with Fairfax County's long standing regulation of development along the DAAR. Construction of the Proposed Ramp at this location would adversely impact the residential communities north of the DAAR. The County's existing approvals and Freddie Mac's Headquarter Campus master plan have long anticipated that the Phase V site will be developed with an additional office building. In the development of the Property, Freddie Mac has gone to great lengths to ensure its buildings respect environmental and community sensitivities; as such existing improvements are set back and avoid impact to the Jones Branch stream, are restricted to a height that blends in with existing and preserved forestland and does not offend the visual perspective from the residential communities north of the DAAR. Construction of the Phase V building would also be undertaken with the same environmental and aesthetic/community impact considerations in mind. By contrast, construction of the flyover access ramps at this location would largely defeat these mitigation efforts, resulting in: 1) the clearing of mature tree line along the DAAR boundary; 2) the placement of imposing tall flyover access ramps within the DAAR right-of-way – adversely

impacting the visual perspective of the residential communities north of the DAAR; and 3) the direction of heavy traffic closer to the Jones Branch stream bed.

For the above reasons, we respectfully request that the Proposed Ramp be removed from the Draft Plan Amendment prior to adoption. Please feel free to contact me if you have any questions regarding this letter and Freddie Mac's concerns.

Sincerely,

Mark M. Viani

Scott Adams

cc: Steven Cole, Freddie Mac
Judy Gayer, Esq., Freddie Mac
Jim Zook, DPZ
Fred Seldon, DPZ
Dan Rathbone, FCDOT

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