



JBG ROSENFELD RETAIL

March 17, 2010

VIA EMAIL AND HAND DELIVERY

Mr. Walter L. Alcorn, Chairman
And Members of the Tysons Corner Committee
c/o Fairfax County Planning Commission
12000 Government Center Parkway, Suite 330
Fairfax, VA 22035

Re: Comments to the Tysons Draft Plan

Dear Chairman Alcorn and Members of the Committee:

As a representative of the owner of 2051 Chain Bridge Road (former Linens 'N Things building) in Tysons Corner, we appreciate the opportunity to speak before you tonight. First, we would like to express our gratitude to all the members of the Tysons Task Force, Draft Review Committee, Tysons Committee and Planning staff for their countless hours of hard work to create the Draft Plan we are considering tonight.

We have some suggested changes to the Draft Plan as it affects our property. Our comments include:

- Extension of the TOD District across Rte 123 into the Old Courthouse District
- Revision to Conceptual Land Use Map to designate the site Residential Mixed Use
- Align Boone Boulevard Extended at-grade
- Revisions to the street grid in Subarea 2 of the Northwest Old Courthouse District

Please see the attached Draft Plan amendments and Power Point presentation that illustrate and support these items.

By way of background, we sent a letter to the Tysons Committee and Draft Review Committee dated September 29, 2009 expressing our concern about the above-mentioned issues in the Draft "Strawman II" Plan Text. Unfortunately, these issues were not addressed to our satisfaction in the current Draft Plan. We respectfully request that the staff and Committee review this area again and consider the following:

Extension of TOD District into the Old Courthouse District

The Conceptual Intensity Map (Map 4) shows three concentric rings (0 – 1/8 mile; 1/8 – 1/4 mile and 1/4 – 1/2 mile) of Transit Oriented Development (TOD) density around the four planned Metro stations in Tysons Corner. However, the rings of density around the Tysons Central 7 Metro Station do not extend across Route 123 to the south into the Northwest Old Courthouse Subdistrict where our property lies. We believe the decision to not extend TOD density into our

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Subdistrict is inconsistent with the shape of other TOD rings found on this map and not in line with the County's stated objective to attract mixed-use TOD and private investment in Tysons. Rather than subjectively determine that the entire Old Courthouse Subdistrict should not be awarded TOD density, the Planning Commission should award TOD density in an objective manner based on the proximity to the planned Metro station. The closest part of our property is only 1,160 feet or 0.22 miles from the planned Tysons Central 7 Metro Station entrance. This proximity to the Metro station should grant part of our property the second ring of TOD density (1/8 – 1/4 mile) and the remainder of our land the third ring of TOD density (1/4 – 1/2 mile).

The Conceptual Intensity Map extends a TOD ring across the west side of International Drive at the Tysons Central 123 Metro Station which is currently wider than Rte 123 in front of our property (121 feet and 9 lanes versus 79 feet and 4 lanes). This decision represents inconsistent logic and unjustly penalizes our property for being on the "wrong side" of Rte 123 even though this road is a smaller barrier to the Tysons Central 7 Metro station than International Drive is to the Tysons Central 123 Metro station.

Residential Mixed Use Designation

The Draft Plan recommends Office Mixed Use in a narrow strip along Rte 123 and Residential Mixed Use with frontage on Howard Avenue, with Park/Open Space shown along the western portion of the site. Retail uses currently occupy the property, and a relatively new hotel has been constructed on adjacent property at the corner of Boone Boulevard and Howard Avenue. Given the descriptions of these use categories in the Draft Plan, we believe it would be difficult to make the suggested mix work on this site. We ask that the Conceptual Land Use map be revised so to Residential Mixed Use, which would provide for a more appropriate mix in the area of multi-family residential use with hotel and retail/support services

At-Grade Alignment of Boone Boulevard

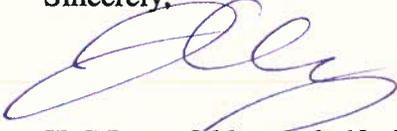
The Draft Plan calls for Boone Boulevard to be extended across Rte 123 which should allow for vehicular and pedestrian connectivity between the Old Courthouse and Tysons Central 7 Districts. We support an at-grade alignment of this intersection and ask that a statement be added to the Draft Plan specifying the intersection be at-grade. Moreover, we support a narrower, more pedestrian friendly section for Avenues and Collectors than what is shown in the Draft Plan.

Street Grid in Subarea 2 of the Northwest Old Courthouse District

The Draft Plan calls for a new street to be built between Rte 123 and Howard Ave in Subarea 2 of the Northwest Old Courthouse District. The current distance between Rte 123 and Howard Ave is 450 feet. When you insert a new street with its associated Right of Way dedications the resulting blocks will have a width of less than 200 feet. Thus this new street will create unbuildable block sizes. We strongly urge staff and the Committee to delete this proposed new street.

We appreciate your willingness to consider our concerns. We would welcome the opportunity to participate in further discussions in an effort to ensure an appropriate allocation of TOD density in Tysons Corner.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JBG', is written over the word 'Sincerely,'.

JBG Rosenfeld on behalf of June LLC
Tax Map 39-1 ((6)) 9

cc: James P. Zook
Fred R. Selden
Sterling R. Wheeler
Daniel B. Rathbone

- determined appropriate by the County. Building height is limited to 75 feet, except adjacent to Tysons Oaks which is limited to 45 feet.
- The portion north of Science Applications Court is planned for and developed with office use up to .50 FAR, with an option to redevelop with residential use up to 30 dwelling units per acre, similar to the area to the south. As a second option, redevelopment may be similar to that planned to the north, which is planned for office use up to 1.0 FAR or mixed use with a significant residential component up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR); under these options, logical and substantial parcel consolidation should be provided to ensure well-designed projects that function efficiently and integrate with abutting parcels. Building height is limited to 105 feet tapering down on the south and west to 75 feet. In addition, vehicular circulation should be improved by orienting primary access toward Gallows Branch Drive.

NORTHWEST OLD COURTHOUSE SUBDISTRICT

The Northwest Old Courthouse Subdistrict is comprised of about 60 acres and is bounded by Route 7 on the north, Gallows Road on the east, Old Courthouse Road on the south and Route 123 on the west. Along Route 7, development includes a variety of retail uses, and large office buildings with retail uses. Away from Route 7, to the south, the area is predominantly developed with mid-rise and low-rise office buildings which transition toward the edge of the Old Courthouse District.

The planned extension of Boone Boulevard to the west will connect this Subdistrict with the Tysons Central 7 District and provide easy access to the Central 7 Metro Station. The intersection of Boone Boulevard Extended and Route 123 should be at-grade to maintain an appropriately urban form.

The subdistrict is composed of three parts. Subarea 1 is between Route 7 and Boone Boulevard. Subarea 2 is between Route 123 and Howard Avenue. Subarea 3 is between Boone Boulevard and Old Courthouse Road.

Subarea 1

This area is comprised of almost 20 acres and is located between Route 7 and Boone Boulevard.

Base Plan

This subarea is planned for and developed with office use with support retail and services uses up to 1.2 FAR, except for Parcels 39-2((2))39,40,41 and Parcels 39-1((6))33,35,37,38 which are planned for and developed with auto sales and retail uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, the auto sales and retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR. As an alternative, mixed use with a significant residential component may be appropriate up to 1.8 FAR (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR). In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

This is an area which offers significant opportunities to provide urban design amenities and to better integrate development. The redevelopment of these properties could facilitate the creation of a significant focal point and unify this portion of the subdistrict with the area south of Boone Boulevard. Development proposals under this option should provide for the following:

- For sites with Route 7 frontage, buildings should be oriented to Route 7; sites with frontage on both Route 7 and Boone Boulevard should provide building entrances that are oriented to both streets.
- Development proposals should provide for better integration of the development in the subarea to adjacent areas through the provision of the planned grid of streets, pedestrian linkages, pocket parks and urban design amenities.
- If additional residential development is provided, it should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use and Environmental Stewardship Recommendations.
- Existing building height is up to 105 feet along Route 7, except at the interchange of Routes 7 and 123, where existing building height is 120 feet. To help ensure that infill development provides the envisioned open space and urban amenities, building height for new development should be up to 125 feet with additional height considered to accommodate housing and public uses as indicated under the Building Height Guidelines in the Areawide Urban Design Recommendations.

Subarea 2

This subarea is comprised of about 10 acres and is located between Route 123 and Howard Avenue.

Base Plan

This subarea is developed with retail uses, except for Parcels 39-1((6)) 18,24,25,26 which are developed with office and hotel uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, this subarea is planned to redevelop with office use with support retail and service uses up to 1.0 FAR.

As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). For those properties within ¼ mile of the Tysons Central 7 Metro station, Tier 2 intensity is appropriate for mixed use projects with a significant residential component. In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Building height is up to 105 feet on the northern portion of this subarea and 75 feet on the southern portion (see Building Height Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

Subarea 3

This subarea comprises of about 27 acres and is located between Boone Boulevard and Old Courthouse Road.

Base Plan

The area is planned for and developed with office use at existing intensities.

Redevelopment Options

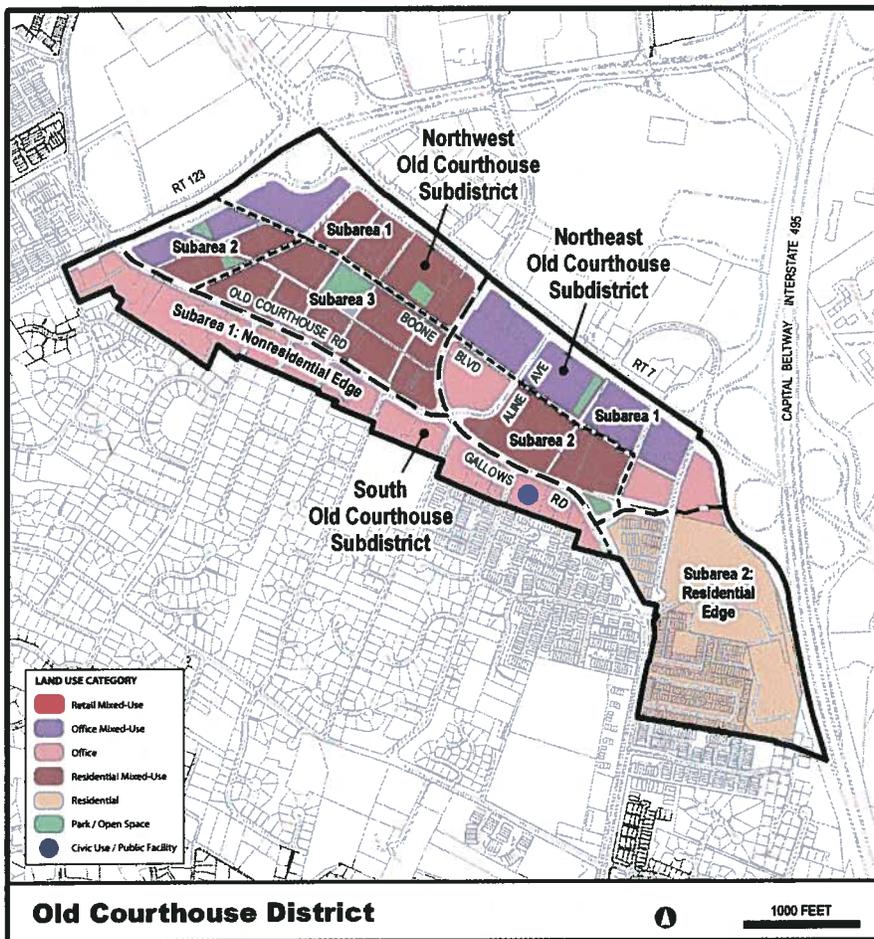
With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, the subarea is planned to redevelop with office use with support retail and service uses, up to 1.0 FAR. Development proposals should be designed in a manner to create a transition between development along Route 7 and the Old Courthouse Road edge. As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR).

In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make The land use concept for the Old Courthouse District is shown in the map below.

Revise the land use concept map to show the area bounded by Route 123 and Howard Avenue between Boone Blvd and the proposed new street to the west of Boone, as Residential Mixed Use. Delete the proposed new street running parallel to Route 123 between 123 and Howard.

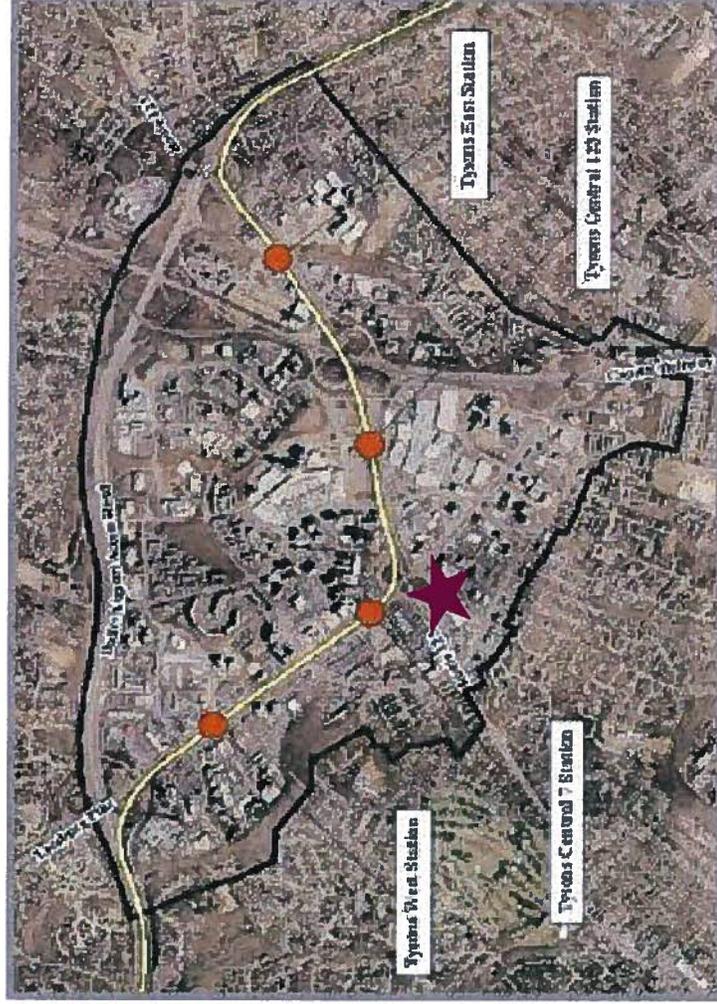
Comment [W1]: This new street will create unbuildable block sizes. The distance between Rt. 123 and Howard is only 450 feet. A local street would likely require a minimum 44' R-O-W, plus sidewalks, leaving very narrow building sites.





JBC ROSENFELD RETAIL

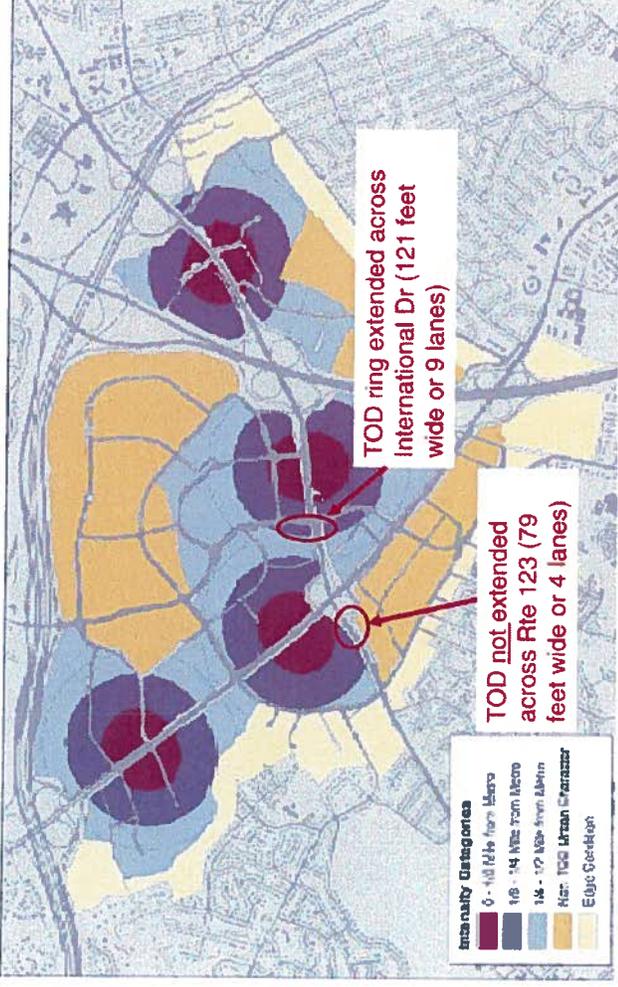
2051 Chain Bridge Road



The JBC Companies

CREATING AND PRESERVING REAL ESTATE VALUES
SINCE 1960

Intensity



Tysons Central 7 Metro station ring does not extend across Rte 123 while the Tysons Central 123 station ring does

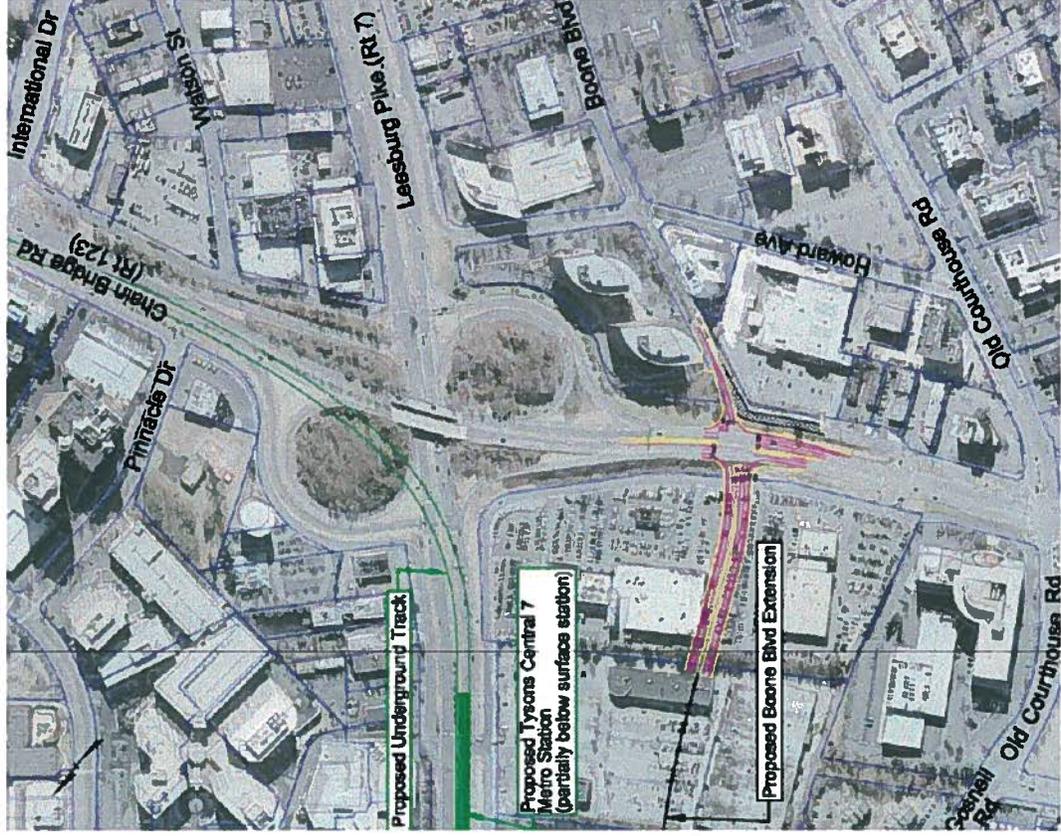
To encourage as much TOD as possible in Tysons it makes sense to extend the ring across Rte 123

Boone Boulevard will cross 123 giving a new direct connection to the Metro



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Boone Boulevard

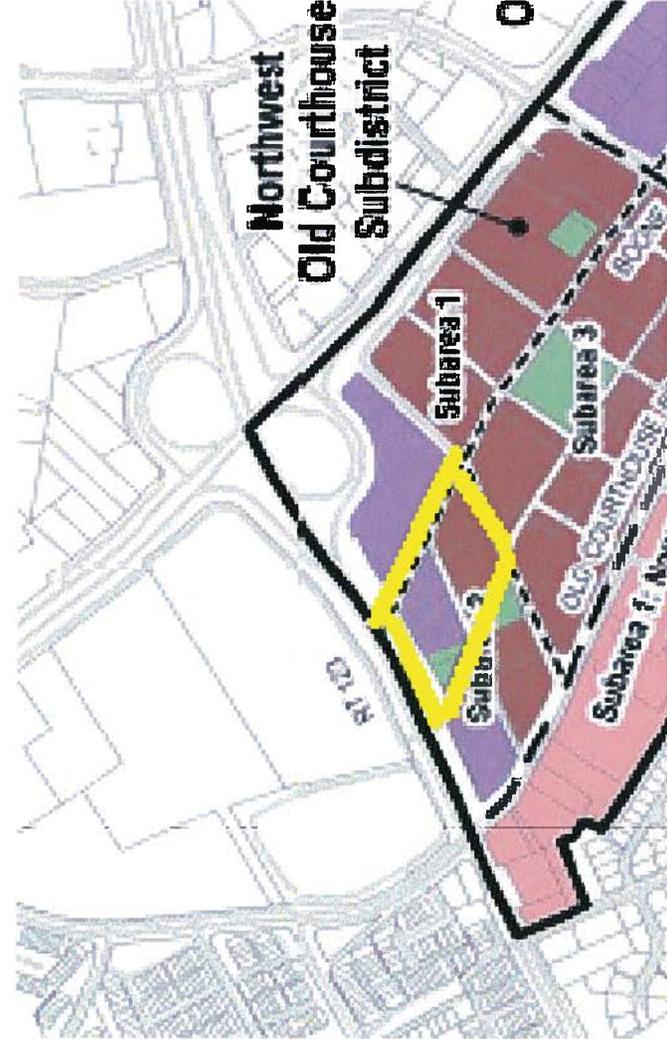


Boone Blvd intersection should be at-grade

At-grade is connection is more pedestrian friendly

This alignment will encourage more and better TOD around Boone Blvd than alternative designs which are more suburban in nature

Grid of Streets



Proposed street through site will create parcels that are too small for development

The impact of the new road on the site is a reduction in block size from 450 feet to approximately 200 feet

This street should be eliminated from plan