



June 18, 2009

SENT VIA FEDERAL EXPRESS

Mr. James Zook, Director
Department of Planning and Zoning
County of Fairfax
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035

RE: Tysons Corner Demonstration Projects

Dear Mr. Zook:

Please consider this our Letter of Intent for consideration as a Tysons Corner Demonstration Project, in accordance with the Tysons Corner Demonstration Projects Criteria endorsed by the Planning Commission on May 28, 2009, Process Guidelines, Item 6.

Our site consists of two parcels, 0293-01-0046A (88,407 sq. ft.) and 0293-01-0045B (42,160 sq. ft.). Together, the parcels are improved as one property, a 7-story, 135,672 leasable sq.ft. office building and related parking structure, constructed in 1983, known as 8500 Leesburg Pike, Vienna, Virginia. Consistent with the vision for a transformed Tysons, we propose to redevelop the site as a multi-family residential project with a strong emphasis on workforce housing for individuals and families at 100% to 120% of Fairfax County's median household income.

The vision for a transformed Tysons is outlined in the Tysons Corner Urban Center Areawide and District Recommendations Draft "Straw Man" Plan Text, dated February 6, 2009 (the "Straw Man"). That vision calls for "95% of all development within an easy walk of transit ..." and sees the future Tysons as an "urban center that could include ... 100,000 residents." (Straw Man, page 6). One of the Guiding Planning Principles is to "[a]ttract mixed-use transit-oriented development and private investment to Metrorail station areas ... including increased housing supply, choices and price points ..." (Straw Man, page 8.) The hope is to achieve a "new Tysons [that] will be highly attractive as a residential community where people will want to live, raise families, and retire." (Straw Man, page 10.)

Based on the Distance Categories outlined in the Straw Man (page 33), in relation to the Tysons West Metrorail station, our property is in Level 3, 1/4 -1/3 mile from the station, and Level 4, 1/3 – 1/2 mile from the station. Significantly, however, our property is situated within walking distance of both the Tysons West and Tysons Central 7 stations,

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directly on Leesburg Pike. Of the four planned Tysons area stations, these are the only two that are close enough together to offer such dual access to Metro. Our site also offers a flat terrain and easy walking conditions along the wide sidewalks planned for Leesburg Pike. This unique combination of features would offer residents the option of using either station, and would further the vision's goal of encouraging Metrorail use and increased pedestrian activity throughout the new Tysons.

With such close proximity to two Metrorail stations, both of which are located on Leesburg Pike and within walking distance, we submit that our site should be viewed as lying within a Metrorail "corridor," rather than in relation to only one station. Both aesthetically and practically, it would be reasonable in such circumstances to maintain Level 1 densities along the corridor. This is also consistent with plans outlined in the Straw Man for Tysons West: "A variety of building heights should be provided and buildings at or near the top of the limit can be achieved if it results in more usable open space, improved pedestrian circulation and urban design amenities" (Straw Man, page 114) and for the new Tysons generally: "The areas beyond ¼ mile of the stations will largely be developed with high-rise, multi-family housing units. Studies of transit-oriented development have found that people going to and from their homes will walk farther to transit than people going to and from their jobs." (Straw Man, page 29.)

Our approach to Fairfax County's housing needs provides a significant amount of workforce housing in a single residential development, rather than scattered as smaller percentages of numerous developments. We propose that the County consider a category separate and distinct from Affordable Housing for "Workforce Housing," which we define as targeted to individuals and families making 100% to 120% of Fairfax County's median household income. Both for demonstration projects and in the ongoing redevelopment process for Tysons, we believe that limiting the highest densities to those properties closest to Metrorail stations will yield high-end housing with only the minimum required number of affordable units, and cannot meet the County's need for workforce-affordable housing. By allowing Level 1 density for residential projects that are beyond Level 1 distances but that are primarily, even 100%, dedicated to "Workforce Housing," the County could incentivize more rapid provision of the workforce-affordable units it so urgently needs. The vision for Tysons already contemplates such use of density: "Additional intensity in the form of a bonus is provided to encourage the provision of affordable/workforce housing ... at Tysons." (Straw Man, page 30.)

Timing is another critical element of plans for the future Tysons. "The phasing of development will be tied directly to the provision of public facilities... The goal is to balance projected development with infrastructure needs over time." (Straw Man, page 22.) As Planning Staff has noted in its comment on the above, "The Comprehensive Plan should be crafted to link thresholds of development to such things as transportation capacity and access and proximity to Metro." (Straw Man, page 23.) Our proposed development as a demonstration project furthers these guidelines because it could bring new multi-family housing to the Tysons West market at the same time that Metrorail is ready to open, within walking distance of that housing. Such a new residential development concurrent with Metrorail construction will assure that when the two nearby

Metrorail stations open, there are people already living in the neighborhood, ready to use those stations immediately.

We believe our site will offer a very desirable place to live, not only because of its Metrorail proximity, but also because of the neighborhood streetscape and the type of amenities envisioned for the Tysons West sector. It could include ground floor retail and convenience services, considered "essential for residential neighborhoods." (Straw Man, page 26). It supports "the goal of improving the current imbalance of residents and jobs." (Straw Man, page 30). It is consistent with the Tysons West vision of "a new urban residential neighborhood" (Straw Man, pages 112-113) and provides the desired transition from the uses envisioned immediately adjacent to the station: "A block away from the station, the area should transition into an urban residential neighborhood." (Straw Man, page 113.)

Consistent with the Project Participant Expectations outlined in the Demonstration Projects Criteria cited above, our community outreach plan will offer presentations to the public during the review process, including visual materials. We would also consider creating a website for the project, including information about the project, visual materials, and a means for public comment.

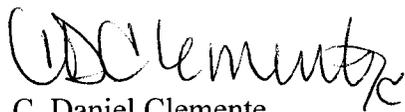
We have a long history in Tysons Corner, and are committed to being part of its future. We support the County's efforts to transform the area into a vibrant, urban, transit-oriented environment. We look forward to working with the County to achieve its vision and meet its and our goals.

Thank you for your consideration.

Very truly yours,

8500 CDC L.P.

BY: CLEMENTE DEVELOPMENT COMPANY, INC., GENERAL PARTNER



C. Daniel Clemente
Chairman/CEO