



P.O Box 273  
McLean, Virginia 22102  
July 23, 2012  
Via Email

Tysons Committee  
Fairfax County Planning Commission  
12000 Government Center Parkway  
Fairfax, VA 22035

Dear Members of the Planning Commission Tysons Committee,

On behalf of the McLean Citizens Association (MCA), I wish to express our deep disappointment in Strawman II. It not only fails to address the concerns of the MCA outlined in the June 21 statement that I provided on MCA's behalf, but also increases the risks to Fairfax County residents above the levels in Strawman I and provides no overriding public benefits to warrant this increased exposure. For these reasons, MCA cannot support Strawman II.

Strawman II ignores MCA's fact-based requests and specific recommendations (outlined in the attached June 21 statement) that the Strawman explicitly outline the magnitude of the financial obligations and risks entailed for County taxpayers and provide stronger protections for taxpayers. The County should not make decisions that will affect future residential real estate taxes and revenues available for other county and school programs without first informing residents of the possible effects of these decisions.

Of greatest concern to MCA is that the July 18 Strawman rejects MCA's requests for: (1) a firm commitment that County taxpayers will shoulder no more than 25% of the financial burden for the Tysons transportation infrastructure; (2) explicit Strawman language that ties the pace of development directly to the availability of funding for the required infrastructure; and (3) explicit language that clarifies that, like the public sector, the private sector (landowner/developer community) would be required to fund the full cost of the Table 7 projects for which they are responsible, including cost overruns, debt service (if the County floats bonds for them), and inflation.

Equally troublesome for MCA is that Strawman II would increase the risks for taxpayers by:

1. Proposing that Road Club contributions be reduced and deferred to the time of issuance of the first residential use permit or non-residential use permit rather than made - - as currently -- at the time of issuance of building permits. The consequence of these proposals would appear to be that the County's taxpayers have to front the funds for Road Club projects for at least 2-4 additional years and/or that the transportation improvements lag behind the development and are not available when needed. MCA opposes this


proposed amendment. We understand the economics behind taxpayer fronting road construction funds, as was done in the Route 28 corridor, but increasing the obligations of taxpayers an extra 2-to-4 years or more is simply unfair.

2. Proposing an increase in the Initial Development Level (IDL) from 45 million sq. ft. to 60 million sq. ft in the next Tysons-wide plan amendment. MCA opposes any consideration of an increase in IDL at this time as the impact on traffic congestion, quality of life in the surrounding communities and associated financial burden for County taxpayers is unknown. This action would clearly upset the “grand bargain” that brought together divergent interests that enabled broad acceptance of the Comprehensive Plan amendment adopted by the County on June 22, 2010. It is both unfair to the other stakeholders and just plain wrong to alter part of the “deal” in a manner that benefits only some of the stakeholders.

We request that you direct County staff to factor our concerns, as enumerated in the June 21 statement and above, into a revised Strawman and that you defer consideration of forwarding any document to the full Planning Commission until County taxpayers concerns are explicitly addressed.

Thank you.

Sincerely,

  
Sally K. Horn  
President  
McLean Citizens Association

Attachments: As stated

Cc :  
Fairfax County Planning Commissioners  
Fairfax County Board of Supervisors  
Edward L. Long Jr.  
Barbara Byron