

**Resolution**  
**Approved by the**  
**McLean Citizens Association**

**December 1, 2010**

**Whereas**, the new Tysons Corner Comprehensive Plan approved by the Fairfax County Board of Supervisors in June 2010 did not include a means to pay for the required infrastructure; and,

**Whereas**, the large expansion of Tysons Corner recommended by the plan is a foreseeable burden on current residents in the surrounding areas because it will increase traffic congestion and related noise and air pollution, increase crowding in local schools and parks, and increase the burden on fire and police protection; and,

**Whereas**, it is unfair to expect all Fairfax residents to pay for the long-term infrastructure needs that will be required to support the planned expansion of Tysons, including the planned two-fold increase in the workforce and five-fold increase in residential population of Tysons Corner, especially in the face of continuing budget austerity; and,

**Whereas**, the Board of Supervisors Revitalization & Reinvestment Committee, on June 1, 2010, produced a document entitled “Funding Tysons Transportation Improvements”, which proposed that only one-third of the cost of Tysons-wide transportation infrastructure (based on unsubstantiated estimates) be paid by the landowners and the majority of the cost be picked up by the public sector, i.e., a 33% to 67% split between landowners and other funding sources, notwithstanding the fact that the requirement for additional roads is almost entirely attributable to the expansion of Tysons; and,

**Whereas**, the Board of Supervisors had previously established a transportation public facilities cost recovery plan for the Route 28 corridor, i.e., a 75% to 25% split between landowners and other funding sources; and,

**Whereas**, the primary beneficiaries of the massive new development will be the private sector landowners and developers; and,

**Therefore be it resolved** that prior to approving development plans for specific parcels of land within Tysons and issuing building permits, the Board of Supervisors establish a public facilities cost recovery plan to cover the required infrastructure, including but not limited to transportation.

**Be it further resolved** that the public facilities infrastructure cost recovery plan use a formula similar to that used successfully for transportation in the Route 28 corridor, i.e., a 75-25 split between landowners and other funding sources, that will ensure the cost burden is borne primarily by the land owners and not passed on the county taxpayers.

cc: John Foust, Dranesville Supervisor  
Jay Donahue, Dranesville Planning Commissioner  
Benjamin Wiles, Staff  
Fairfax County Planning Commission  
Fairfax County Board of Supervisors