

McLEAN CITIZENS ASSOCIATION

Resolution Regarding Tysons Corner Plan for Phase I of the Dulles Metro Line

March 7, 2007

Whereas, the Fairfax County Comprehensive Plan for the Tysons Corner Urban Center was amended in 1994 to permit increased densities up to 2.0 floor area ratio ("FAR") within 1,000 feet of any Metro station, and up to 1.6 FAR from 1,000 feet to 1,600 feet of the rail station, and then significantly limiting density/intensity outside these core areas, with a goal to use all planned road capacity during peak hours at maximum build out, but not exceed planned road capacity; and

Whereas, the Tysons Corner Urban Center ("Tysons Corner") is generally triangular in shape and the proposed four rail stations will service 1,700 acres, or 425 acres per station, which will leave significant areas of Tysons Corner outside of a walking distance of a rail station, in contrast to the Arlington Ballston-Rosslyn Corridor that services a linear route where each station services 205 acres per station; and

Whereas, during the 2004 Providence District Area Plans Review cycle, 20 Comprehensive Area Plan Review nominations ("APRs") were filed for properties throughout Tysons Corner requesting densities of 3.5 FAR or greater, although hundreds of acres of land covered by the APRs were not within the 1,600-foot walking distance of a proposed station; and

Whereas, these 20 APRs represent only approximately 35% of the total land area in Tysons Corner ; and

Whereas an additional 1,108 acres in Tysons Corner, most of which are not within 1,600 feet of a proposed rail station, could be nominated for consideration as amendments to the Area Plan requesting comparable increases in density in the future; and

Whereas, allowing increased density at Tysons Corner outside the 1,600-foot radii threatens to overburden road networks leading into, out of and surrounding Tysons Corner, and in other ways negatively impacts the quality of life in neighborhoods adjacent to and in the vicinity of Tysons Corner; and

Whereas, it is a stated top priority goal of the Fairfax County Comprehensive Plan and of the Tysons Corner Land Use Task Force to protect and preserve neighborhoods adjacent to and in the vicinity of Tysons Corner; and

Whereas, Governor Kaine advocates linking land use planning and transportation in Virginia to prevent overburdening already congested roads in Northern Virginia; and

Whereas, the cost estimates for Phase I of the Silver Line have gone up 30% from \$1.52 billion since December 2004 to \$2 billion in 2006 and if such cost trend continues it is likely that the final costs for the project would exceed current estimates of roughly \$2.4 billion;

NOW THEREFORE BE IT RESOLVED that the McLean Citizens Association calls upon the Governor, the Fairfax County Board of Supervisors, the Fairfax County Planning Commission, the Tysons Corner Land Use Task Force and other public officials to make as their top priority in the Tysons Corner planning process preserving, protecting and enhancing the quality of life in neighborhoods adjacent to and surrounding Tysons Corner;

BE IT FURTHER RESOLVED that any planned density increases at Tysons Corner be limited to amounts that can be proven by an open and verified traffic and ridership analysis not to overburden road networks into, out of, and in areas surrounding Tysons Corner or the Metrorail system;

RESOLVED FURTHER that the details of such traffic and ridership analysis must be fully open to the public so that the assumptions and computations may be checked by citizens in detail;

RESOLVED FURTHER that the Governor should direct the proper offices of the state government to analyze and verify any traffic and ridership analysis produced by Fairfax County, with such analysis also fully open to the public so that interested citizens can verify the computations;

RESOLVED FURTHER that, subject to the foregoing paragraphs, any increases in densities over those provided in the 1994 Comprehensive Plan shall be permitted only within 1,600 feet walking distance of the rail platform entrances (measured from the turnstiles), and densities outside of those areas should be limited to no greater than those permitted by the 1994 Comprehensive Plan (as amended to date), and in any event any increase in density within or outside the 1,600 foot radii must be implemented to avoid transportation degradation;

RESOLVED FURTHER that the McLean Citizens Association reiterates the concerns previously expressed by it regarding the financing and cost of the rail project, in particular that any cost not be funded by increasing the tax burden on residential taxpayers;

RESOLVED FURTHER that the McLean Citizens Association believes that, to minimize disruption of traffic and business services, occupancy permits for any buildings developed with increased FARs which are permitted under the then-current Comprehensive Plan due to proximity to rail stations not be granted until the rail system is operational;

RESOLVED FURTHER that the McLean Citizens Association calls on each candidate for public office in the 2007 elections to join in supporting the foregoing resolutions and to commit to implementing these resolutions while in public office; and

BE IT FINALLY RESOLVED that the McLean Citizens Association solicit the positions of the candidates on the issues addressed by the foregoing resolutions and inform the public of those positions.

Copies of the resolution shall be sent to the following:

Honorable Tim Kaine, Governor of the Commonwealth of Virginia
Honorable Pierce Homer, Secretary of Transportation
Honorable Frank C. Wolf
Honorable Tom Davis
Honorable Jim Moran
James E. Bennett, President and CEO MWAA
Mame Reiley, Chairman, MWAA
State Senator Janet D. Howell
State Senator Jeannemarie Devolites-Davis
State Delegate Vincent F. Callahan
State Delegate James M. Scott
State Delegate Stephen C. Shannon
David S. Ekern, Acting Commonwealth Transportation Commissioner
Matthew O. Tucker, Director of the Virginia Department of Rail and Public Transportation
Honorable J. Douglas Koelemay, Commonwealth Transportation Board, Northern Virginia District
Katharine D. Ichter, Acting Director Fairfax County Department of Transportation
Richard Stevens, Fairfax County Project Manager - Dulles Rail Project
Jonathan Gaffney, VP, MWAA
Corey W. Hill, Director of Administration and Capital Projects, Virginia Department of Rail and Public Transportation
Dennis C. Morrison, Northern Virginia District Administrator VDOT
Kevin B. Page, Director of Rail Transportation,
Providence District Council
Rosemary Ryan, Legislative Assistant
Nancy Hopkins, Planning Commissioner, Dranesville District
Ken Lawrence, Planning Commissioner, Providence District
Honorable Gerry Connolly, Chairman Fairfax County Board of Supervisors
Honorable Joan Dubois, Fairfax County Board of Supervisors, Dranesville District
Honorable Catherine M. Hudgins, Fairfax County Board of Supervisors, Hunter Mill District
Honorable Linda Q. Smyth, Fairfax County Board of Supervisors, Providence
Tysons Land Use Task Force
Fairfax County Planning Commission
Fairfax County Board of Supervisors