

McLEAN CITIZENS ASSOCIATION
Resolution Regarding Tysons Land Use Task Force Recommendations
October 1, 2008

WHEREAS, the Fairfax County Board of Supervisors established the Tysons Land Use Task Force (Task Force) in March 2005 to recommend revisions to the Fairfax County Comprehensive Plan for Tysons Corner to plan for the extension of Metrorail in the Dulles Corridor with four stations in Tysons Corner; and,

WHEREAS, on September 22, 2008 the Task Force submitted land use recommendations including a preferred alternative to the Board of Supervisors that the Board, in turn, referred to county staff and the Planning Commission for further analysis; and,

WHEREAS, the preferred alternative proposes a maximum development potential 73% greater than land use Prototype B, which at 127 million square feet (MSF) had been the larger of the two prototypes under consideration, and it would be nearly 5 times greater than the existing 45 MSF of development in Tysons; and,

WHEREAS, the feedback solicited during the three public workshops conducted by the Task Force in February 2008 established a clear public consensus that Prototype B was too intense and the details and rationale of the much larger preferred alternative were never presented to the public; and,

WHEREAS, the Task Force is recommending Transit Oriented Development (TOD) areas be extended to ½ mile from the Metro station entrances resulting in 80% of Tysons qualifying for higher TOD floor area ratios (FAR), nearly double the TOD area specified in the current Plan; and,

WHEREAS, the preferred alternative recommends a significant increase in development density outside of the TOD areas which will encourage higher growth away from the Metro stations, contrary to current county TOD policy; and,

WHEREAS, no infrastructure or transportation analysis was performed on the preferred alternative and the transportation modeling results of even the much smaller Prototype B showed it would produce 1.1 million auto trips per day in Tysons and traffic congestion far worse than Tysons' current congestion; and,

WHEREAS, the Board of Supervisors has specified in the Task Force mission statement that an element of the scope of the Task Force considerations is to ensure that transportation impacts are addressed as part of the planning effort; and,

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

WHEREAS, the McLean Citizens Association and other citizen groups have long advocated for density triggers in the Comprehensive Plan that would tie the granting of higher FARs to concomitant improvements in infrastructure; and,

WHEREAS, the Task Force is exhorting the County to expedite the drafting of Comprehensive Plan text according to its recommendations and vision statement; and,

WHEREAS, the George Mason University Center for Regional Analysis, under contract to Fairfax County, provided an intermediate growth forecast of 88 MSF for Tysons by 2040, the 30-year planning horizon of this Comprehensive Plan update; and,

WHEREAS, a forecast of 88 MSF is far smaller than any land use model contemplated by the Task Force; and,

WHEREAS, the Rosslyn-Ballston Corridor, cited by the Task Force chairman in oral testimony as a desirable land use model for Tysons, has a maximum development potential of 87 MSF with 5 Metro stations; and,

WHEREAS, in July 2005, the McLean Citizens Association requested that the Task Force “fully investigate, document, evaluate and make plain to the citizens of Fairfax County all of the fiscal impacts, including both added revenues generated from, and costs incurred as a result of, proposed changes at Tysons Corner,” with a breakdown of what proportion of capital and ongoing expenses would be expected to be generated from developer proffers and new tax revenues; and,

WHEREAS, the Task Force recommends the establishment of a Tysons Authority to work in conjunction with and supplemental to the Fairfax County process to oversee, manage, and implement future development and assure that the overarching goals and objectives of the Tysons Comprehensive Plan are implemented, including the raising and expenditure of funds for all of the types of improvements and initiatives to be carried out by the authority; and,

WHEREAS, Fairfax County has established public processes for planning and zoning, evaluating and approving land use permits, amending the zoning ordinance and ensuring proposed development plans are in accordance with the Comprehensive Plan, and the proposed Tysons Authority could compromise the roles, responsibility and authority of county staff and the district Planning Commissioner and Supervisor and input of citizens groups in surrounding communities; and,

WHEREAS, an enormous amount of analysis and planning remains to be done by the County including, but not limited to:

- Recommending a preferred alternative and transportation infrastructure improvements,
- Obtaining estimates and planning data from infrastructure providers,
- Performing transportation modeling of the preferred alternative, and then an additional modeling of several local intersections outside of Tysons,
- Formulating a strategic plan for the phasing of development and infrastructure,
- Conducting a fiscal impact study, as now directed by the Board of Supervisors,
- Submitting a Chapter 527 Transportation Impact Study to VDOT,

before final recommendations can be drafted;

NOW, THEREFORE, BE IT RESOLVED that the McLean Citizens Association strongly opposes the recommended preferred alternative and requests that county staff and the Planning Commission propose a new land use model taking into account the GMU forecast, the capacity and performance of the planned transportation network, the requisite infrastructure and fiscal impact study and VDOT's response to the County's Chapter 527 Transportation Impact Study submission; and,

BE IT FURTHER RESOLVED, that the Comprehensive Plan should provide for the phasing of development and infrastructure within Tysons by predicating higher FARs on the completion of specific transportation improvements, the provisioning of infrastructure and the development of public facilities in a manner that protects existing neighborhoods and that does not have a negative impact on County-funded programs or increased County-imposed taxes; and,

BE IT FURTHER RESOLVED, that all increased density be allocated within the currently established 1600-foot TOD areas, with the highest density being permitted within 1000 feet of the Metro stations, to promote transit ridership and the benefits of TOD; and,

BE IT FURTHER RESOLVED, that the McLean Citizens Association expresses deep concern about the lack of clarity regarding the composition, the role of and the need for the proposed Tysons Authority; and,

BE IT FURTHER RESOLVED, that the McLean Citizens Association requests that the Planning Commission conduct public workshops on the planning effort, including any Tysons Authority, and that land use planning maps be provided showing the planned locations of the 10 to 14 miles of new roads, 160 acres of parkland and the various public facilities; and,

BE IT FURTHER RESOLVED, that the McLean Citizens Association requests the county Department of Transportation planning staff to conduct a presentation to the public to convey the results of the transportation modeling.

cc: John Foust, Supervisor, Dranesville District
Jay Donahue, Planning Commissioner, Dranesville District
Joseph Gibson, Staff
Linda Q. Smyth, Supervisor, Providence District
Ken Lawrence, Planning Commissioner, Providence District
Catherine M. Hudgins, Supervisor, Hunter Mill District
Frank de la Fe, Planning Commissioner, Hunter Mill District
Jane Seeman, Mayor, Town of Vienna
Vienna Town Council
Gerald Connolly, Chairman Board of Supervisors
Sharon Bulova, Supervisor, Braddock District
Jeff C. McKay, Supervisor, Lee District
Penelope Gross, Supervisor, Mason District
Gerald W. Hyland, Supervisor, Mount Vernon District
Pat Herrity, Supervisor, Springfield District
Michael R. Frey, Supervisor, Sully District
Fairfax County Planning Commission
Providence District Council