

April 10, 2008

Honorable Gerald E. Connolly, Chairman
Fairfax County Board of Supervisors
12000 Government Center Parkway, Suite 530
Fairfax, Virginia 22035-0079

Subject: Tysons Corner planning issues important to the Lewinsville Coalition

Dear Chairman Connolly:

I am sending you this letter on behalf of the members of The Lewinsville Coalition, which represents some 1200 families living in twelve neighborhoods in the Lewinsville and Spring Hill Roads corridors in McLean adjacent to Tysons Corner. We are sending this letter independently, not in association with any other local organization.

We have followed closely and with great interest the work of the Tysons Land Use Task Force to prepare a new comprehensive plan for Tysons Corner. As a very close neighbor of Tysons Corner, we will be affected by whatever plan Fairfax County ultimately adopts. We are hopeful that all of our residents will benefit from a successful plan that will create a Tysons Corner that all of us will value as a neighbor and as a good place to work and visit.

We are writing to tell you about several issues that are important to us as Tysons Corner grows and changes in the future.

We believe that the Task Force, and ultimately the Planning Commission and the Board of Supervisors, must address the following issues before adopting any new plan for the future of Tysons Corner.

1. Traffic impacts on surrounding neighborhoods must be assessed and mitigated.

One of our concerns is that growth in Tysons Corner may cause chronic traffic problems on Lewinsville and Spring Hill Roads and other local roads in surrounding communities, such as McLean, Vienna, and Falls Church. Lewinsville Road already serves as a *de facto* 'Tysons Corner By-Pass,' and we are very concerned that future-growth in Tysons Corner could exacerbate this problem. A detailed study of impacts on local roads must be undertaken, even if it delays completion of the work being done by the Tysons Land Use Task Force. If road improvements are needed to alleviate local traffic problems, these improvements must be identified, and a timetable for making those improvements and a plan for financing them must accompany any revisions to the Comprehensive Plan. We recognize that the State of

Virginia bears much of the responsibility for road improvements, which might mean that planning, funding, and constructing the needed roads could take a long time. If there are such delays, we believe there should be corresponding deferrals of development—that would cause new congestion if the roads are not available to support development as it takes place. Also with respect to Lewinsville Road, if its use as a Tysons Corner bypass increases, we fear there will be pressure to widen it. The current Comprehensive Plan calls for Lewinsville Road to remain a two-lane road. We would oppose any effort to change the Plan to allow the road to be widened.

2. Recreational facilities must be provided. The Task Force is considering possible plans that will greatly increase the number of residents in Tysons Corner. A significantly larger population living in Tysons Corner will require additional recreational facilities—both active and passive. While space for such facilities in Tysons Corner obviously is limited, we think that provisions must be made. We urge Fairfax County to undertake studies of the need for, and cost of, additional recreational facilities, including recreation centers and athletic fields. Again, such studies are essential even if they delay completion of the Task Force's work. We are concerned about the additional burden on Spring Hill Recreation Center and the adjacent athletic fields unless adequate plans are in place and funded to accommodate the recreational requirements of the new Tysons Corner residents.

3. Growth must be coordinated with infrastructure development. Any significant amount of new commercial and residential growth in Tysons Corner must be closely coordinated with development of the necessary infrastructure. It is critical that local and regional road and other transportation improvements necessary to support growth be built concurrently with the growth. Other infrastructure will also be necessary, such as improvements to water, sewer, public safety, recreation, and school facilities. Also, a circulator bus or trolley system will be needed to transport people to and from the Metrorail stations and among destinations within Tysons Corner. Since there will be no parking at the Metrorail stations in Tysons Corner, there will be a need for convenient bus service to these stations from surrounding neighborhoods such as those of the Lewinsville Coalition or we will not be able to use these stations.

We urge that, before any revisions to the Comprehensive Plan are approved, Fairfax County must prepare an estimate of the cost of all needed infrastructure and have in place a plan to pay for it. It is our expectation that landowners and developers will bear much of the cost. Other payment methods should also be investigated, such as Tax Increment Financing, which the Task Force has been studying.

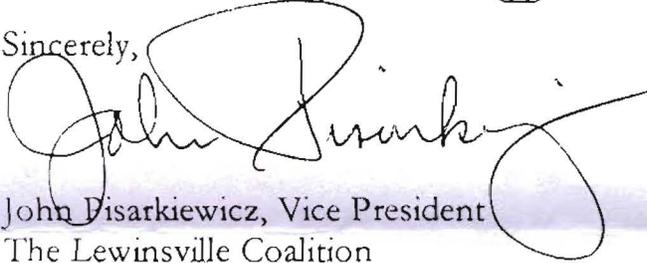
4. Citizens must have an opportunity to understand the basis and implications of the Task Force's recommendations. The Task Force chairman has indicated that the Task

Force will submit its recommendations to the Planning Commission within the next two months. We recognize that the members of the Task Force have already been working on this undertaking for three years, and all of them likely want to complete it as soon as possible. Nevertheless, both at the recent citizen workshops and separately, some citizens have made requests for additional information about some aspects of the Task Force's work, particularly information that would help all of us understand the various analyses of the effect of growth on traffic on the roads outside of Tysons Corner, such as Lewinsville and Spring Hill Roads and other roads in McLean. Some information is already available, and we support the requests the Dranesville, Providence, and Hunter Mill Supervisors have made for additional information. We urge that more information be made available and that time be allowed for everyone to study and understand this information before the Task Force submits its report and recommendations. Also, if citizens request a meeting to discuss the data, we hope that such a meeting will be held before the Task Force completes its work.

We also would like to reiterate our position that the Metrorail line through Tysons Corner should be underground. We believe strongly that an underground line is the best way to meet the goals that the Task Force has established for Tysons Corner and that an above-ground line will work against these goals.

We respectfully request that you let us know what action you will take to ensure that the issues described here are addressed in developing a revised Comprehensive Plan for Tysons Corner. You may address your response to The Lewinsville Coalition, c/o Susan Bartram, 1204 Winter Hunt Road, McLean, VA 22102.

Sincerely,



John Disarkiewicz, Vice President
The Lewinsville Coalition

cc: Supervisors
Planning Commissioners
Chairman, Tysons Land Use Task Force
Sterling Wheeler
Linda Hollis
Leonard Wolfenstein