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Thank you for allowing me the opportunity to provide comments here tonight. My name is Keith Turner and I work for WEST\*GROUP in McLean. I live in Oakton, and shop and play in Vienna, Tysons Corner and McLean weekly. I have lived in Northern Virginia for twenty years and I have two daughters who attend Fairfax County's Flint Hill Elementary public school in Vienna. Just like all of the communities that surround Tysons Corner, WEST\*GROUP's owners and employees care deeply about how Tysons Corner redevelops, it is our community and our home too.

Over the past 45 years, Tysons Corner has developed from cow pastures to the 12th largest commercial business district in the United States, yet it is now poised to begin its greatest transformation ever. While Tysons Corner now functions more as a typical suburban office center, it has the opportunity to transform into the vital, vibrant urban center we have all been working towards – a Tysons Corner which has an appropriate mix of commercial office space, residential units and retail space – a Tysons Corner with efficient transit facilities, parks, open space, arts, community amenities, adequate public facilities, recreational opportunities and environmental enhancements – a Tysons Corner which is less dependent upon the automobile. This transformation cannot happen overnight. It can, however, happen over the next few decades, provided that the right choices are made today.

The Task Force's recommendation and vision is to create a livable and vibrant urban center built around transit that addresses the challenges of sustainable growth, energy conservation, environmental protection, affordable housing, and safe communities. The proven strengths of transit-oriented design and the related Task Force recommendations will allow the future Tysons to become a livable and vibrant urban center that will reduce air pollution and energy consumption rates, conserve land and open space, promote economic development, contribute more affordable and workforce housing, decrease local infrastructure costs, provide more mobility choices, increase transit ridership, and reduce rates of vehicle miles traveled.

Unfortunately, the current DRAFT Plan Amendment language may not allow us to achieve the Tysons Corner that we all desire. While the Task Force and Fairfax County Planning Staff have come to agreement on many areas within the Plan Amendment, there are still several areas where consensus has not been reached and final decisions have yet to be made. Some of these decisions will have a profound impact on the ability of the Plan Amendment to achieve the shared vision for Tysons Corner as well as the pace and overall quality of Tysons redevelopment but perhaps even more importantly, the economic vitality of Tysons Corner.

My written comments, which were submitted on February 17<sup>th</sup>, address all of these unresolved issues, numerous others, as well as recommendations for specific changes to the Plan Amendment language that can help achieve the Tysons Corner the Northern Virginia community desires. I'd ask that those comments be considered as part of my testimony tonight.

WEST\*GROUP understands the concerns of the surrounding communities, the Fairfax County Planning Staff and the Planning Commission, but we strongly believe the assumptions for the transportation modeling and the use of the modeling outcomes should reflect what our future vision is for Tysons Corner – not the other way around. Transformative change requires a different way of viewing not just the vision for the area, but how we assess and measure the feasibility of that vision and the multi-modal transportation systems that are required to sustain it.

If the Plan Amendment densities stay as proposed and are not adjusted higher beyond a ¼ mile in the TOD areas and of more critical importance, in the Non-TOD areas, **OR** if the development conditions that are imposed at the currently proposed lower density levels are too costly and too restrictive and if there is no flexibility under either scenario to allow implementation of the new plan to adapt to market conditions then a new, urban Tysons Corner may not be achieved.

This is our generation's one opportunity to put Tysons Corner on the right course for a better future. The land use decisions we are making today will not have the greatest impact on us, but on our children and grandchildren. The future of Tysons Corner and the surrounding communities is incredibly bright, but there might be growing pains to get there. We can phase implementation to ensure adequate public infrastructure and an effective multi-modal transportation network, we can protect and enhance the surrounding communities and we can secure the economic vitality of Tysons Corner and Northern Virginia. It will not be easy, but it can be done. The Task Force has delivered an incredibly bold vision for the Tysons Corner of the future and it is now up to the Fairfax County Planning Staff and Planning Commission to provide the necessary tools to deliver that vision. I know they can and I hope they will.

Thank you for your time.