

**Tysons West Straw Man III Comments**  
**Fairfax County Planning Commission Tysons Committee**

Tysons West North Subdistrict  
Chris Helsabeck - AvalonBay Communities, Inc.  
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**Street Grid**

- We agree with the fact that the grid of streets is critical to the successful redevelopment both of Tysons West North and of Tysons in general
- We also agree with the concept included in the Straw Man III of adopting an official map of streets to be implemented over time as properties redevelop (p. 54)
- Several different versions of a street grid in Tysons West appear in the Straw Man and presumably all are representative only, it's a bit unclear what the current plan is
- We have worked with landowners, including the Demonstration Project, for past four years to develop a street grid that is consistent with the Plan Amendment vision but that is also rooted in the reality of the fragmented property ownership in this neighborhood – such as parcel boundaries and long-term leases – in other words, a grid that can actually happen
- This is the same grid recommended by the Demonstration Project
- Suggestion: we suggest either including the recommended landowner street grid in the plan or, if the maps in the Plan Amendment are meant to be representative only, clearly so in the document

**Location of New Connections to Dulles Toll Road** (pp. 25, 53, 139, assume 53 is most accurate)

- Multiple potential alignments are indicated on various maps in the current plan
- The Conceptual Tysons Road Network on map on pg. 53 shows two new connections – a Greensboro Drive extension and a Westbound ramp providing access from 7. The proposed alignment for the ramp from 7 not only would require right of way from four private land owners with existing uses on their sites, but would also require spending money to replace an existing, functional ramp already providing westbound access from 7
- Again, I'd like to emphasize the importance of landowner input in this decision making process
- Suggestion: The grid created by the landowners and submitted by the Demonstration Project reflects a connection point that should be used; otherwise clearly state that locations are only representative

**Circulator Route** (map on p. 49)

- We are advocates of the Circulator and think it is a critical part of the transportation network
- But believe the routes should be kept off of Local streets. Currently route map shows the circulator turning north off of Tyco Road and goes north onto streets designated as Local streets located in the middle of a residential area
- Local residential streets are designed to be narrow and pedestrian friendly per the proposed Local street section
- Operating the circulator on these Local streets would require significantly more right of way than the recommended Local street section and also would not be contextually appropriate for a residential neighborhood
- Suggestion: Revise the Circulator route map such that it is not routed onto Local streets, instead keeping it on Tyco Road, which, as a Collector street, has a section designed to accommodate it.

**Areas Specified as Public Parks/Open Space (District Land Use map on p.139)**

- Agree that parks are a critical part of any urban neighborhood and are a necessity in Tysons West North
- However, assigning specific locations of parks on privately owned land in this plan is not appropriate, and creates an expectation once this plan is adopted
- Suggestion: The current open space map and district land use map are updated to state that parks are representative only and that specific locations within a District are to be determined based on development plans as they are filed

**Building Heights between Tyco Road and the Toll Road (map on p. 133)**

- Tiering in the Tysons West North subdistrict starts at Tier 1 at the Metro station, moves to 2, 4 then 5 adjacent to the Toll Road – the current plan skips Tier 3 entirely and only includes a very narrow Tier 4 band
- The entire 15.5 acre we're planning is within TOD, in fact within 1/3 mile – only 5 blocks from Metro station
- There are numerous areas in Tysons that are outside of the TOD areas with Tier 3 height limits
- While we understand the concern about protecting the “edges” in Tysons – this Tysons edge is different than others due to the width of the Toll Road
- The Toll Road is 400' wide in this location; and the distance from the Toll Road building setback line on our property, the nearest residential structure on other side is 700', or two blocks away
- The height limits as currently proposed for this area dilute a perfect opportunity for a transit-oriented development of exactly the type that the plan is trying to encourage
- Suggestion: that the areas current designated as Tier 4 and 5 be replaced with Tier 3 (125-175') but that any building directly adjacent to the Toll Road be specifically limited to a max of 140'