

My name is Lynn Sords. I have been a resident of Fairfax County for 25 years.

I worked in Tyson's Corner for 10 years and have been living at the Rotonda in Tyson's for the past 4 years.

I have seen the Tyson's area from the perspective of a commuter and now as a resident and I am sure it not news to anyone that the traffic can be pretty awful.

Whether we were for the Metro being built above ground or below, we have all been for Metro because it's purpose is to reduce the cars but enable business to grow (within reason, I hope) and at the same time protect the environment by reducing emissions.

Having worked on Greensboro Drive, I know that each of the buildings along Greensboro has its own parking and is not in need of street parking. My concern with the creation of street parking is that it would encourage single occupant traffic rather than reduce it and make it a greater risk to both bikers and pedestrians.

I am all for bike lanes because they (like the Metro) will reduce emissions which will help to enhance the environment. They can be incorporated with minimal widening of the road.

Your Transit-Oriented Development Plan which was adopted in November of 2004 had as part of its focus: "characteristics [which] include compact development that contains a compatible mix of housing, employment and retail uses in a high-quality walking and biking environment". I believe that adding parking lanes will create neither a compact, nor high-quality, walking and biking environment.

And speaking of environment.... Cutting into the Rotondo property would require the destruction of hundreds of mature trees that have been enhancing the Tyson's community for many years. How can we justify tearing down these trees to give space for more cars?

The Rotonda has been a vibrant part of the Tyson's community for 30 years. The owners and renters have