



Initial Community Outreach Findings

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Tyson's Corner: Initial Community Outreach Findings

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For more information on the Task Force and the Tysons Corner Comprehensive Plan visit <http://www.fairfaxcounty.gov/dpz/tysonscorner>

Reasonable accommodations will be made upon request. Please call 703-324-1334, TTY 711, for more information.

1.0 Report Purpose

The purpose of this report is to present the results of twenty community dialogues and web-based input conducted as the initial phase of community outreach for the Tysons Land Use Task Force work to revise the Tysons Corner Comprehensive Plan. All of the dialogues were facilitated by The Perspectives Group on behalf of the Tysons Land Use Task Force between January 5, 2006 and February 16, 2006. Results of these dialogues will be used by the Task Force in creating Guiding Planning Principles for the future of Tysons Corner.

This report includes the following:

- Background information on the Tysons Corner Special Study
- Key findings from all community dialogues
- Detailed appendices that include the full results of each dialogue, presentation materials, and invitation materials.

2.0 Background on the Tysons Land Use Task Force

To plan for the development of four Metro Stations within Tysons Corner and to encourage Transit-Oriented Development, the Fairfax County Board of Supervisors appointed the Tysons Land Use Task Force (officially called the Coordinating Committee) in the summer of 2005. Specifically, the Task Force is charged with updating the 1994 Tysons Comprehensive Plan to take into account the full realization of the four planned Metro stations. The 1994 Tysons Comprehensive Plan is available at <http://www.fairfaxcounty.gov/dpz/tysonscorner/>.

Supervisors also deferred all APR nominations pending completion of a Special Study to evaluate the area's transportation system and review Tysons Corner rail related Plan recommendations. Results of the Special Study, along with community input, will be used by the Task Force in refining the Comprehensive Plan. For more information on the Special Study visit <http://www.fairfaxcounty.gov/dpz/tysonscorner/> or call the Planning Division at 703-324-1380.

The Board of Supervisors asked the Task Force to formulate Plan revisions that will:

- promote mixed use,
- facilitate transit-oriented development,
- enhance pedestrian connections throughout Tysons,
- increase the residential component of the density mix,
- improve the functionality of the area, and
- provide for amenities and aesthetics such as public spaces, art, and parks.



The 35-member Task Force is composed of a diverse mix of stakeholders from the community, businesses and major employers, as well as representatives from each Supervisory District, the Fairfax County Chamber of Commerce, TyTran, and area neighborhoods. For a list of all Task Force members please see Appendix D.

Four Metro stations are planned for the Tysons Corner area of Fairfax County. The construction of the Metrorail line through Tysons is scheduled to begin in 2006 with service expected to begin in 2011. A map of the Metroline and stations is attached and more information on station locations, timeline for construction and financing can be found at www.dullesmetro.com.

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The Task Force Decision Process Includes Five Tasks as described below.

Task 1. Background Information

Since its inception in June 2005, the Task Force has looked at existing conditions and trends in Tysons Corner as well as information concerning transit oriented design (TOD).

Complete

Task 2. Issue Identification

The Task Force is seeking broad **community input** during its initial outreach in January and February 2006 to identify community values, issues, and concerns to be considered in developing principles and concepts for change.

This report
presents
Task 2
Results

Task 3. Develop Guiding Planning Principles

The Task Force will consider all input gathered in the initial outreach to formulate guiding principles that it will follow in evaluating changes to the Plan.

Late Winter
2006

Task 4. Develop, Analyze and Refine Consensus Concepts

The Task Force will develop consensus concepts on the general character and mix of land uses, and transportation issues associated with potential changes to the Plan. This activity will include reviewing the twenty Area Plan Review (APR) items submitted within Tysons as well as evaluating development potential on other property within Tysons. This process should result in consensus concepts supportive of the guiding principles established under Task 3. Additional **community input** will be conducted to evaluate and refine these concepts for the future.

Late Winter/
Spring 2006

Task 5. Formulate Recommendations

Based on the consensus concepts and public input, the Task Force will make specific recommendations to refine and modify the Plan. The recommendations will be considered by the Planning Commission and ultimately be submitted to the Board of Supervisors for adoption in late 2006.

Summer/
Fall 2006

As part of its Issue Identification task, the Task Force hired The Perspectives Group of Alexandria, Virginia to gather community input on the values, issues, and concerns that should be considered in the formulation of Guiding Planning Principles for recommended revisions to the Comprehensive Plan.

Twenty community dialogues were held between January 5, 2006 and February 16, 2006 to engage many sectors of the Tysons community in dialogues about what is most important to them for the future of Tysons Corner. This report presents key findings from the dialogues.

3.0 Approach to the Community Dialogues

There were two main goals for community dialogues conducted for the Task Force's initial outreach: 1) educate the Tysons community about the Tysons Land Use Task Force, and 2) gather input on community values.

Community Dialogue Goals

Goal 1. Educate the Tysons Community about the Tysons Land Use Task Force

- High-level information about planning, density, and transportation
- Differentiate this work from the rail project while providing basics of rail "knowns"
- Explain the role and expected outcome of the Task Force
- Explain the goal and purpose of initial outreach
- Provide a timeline and next steps of the Task Force process.

Goal 2. Gather Input on Community Values

- Obtain input from Tysons Community on their issues, concerns, and values for the future of Tysons
- Seek input less characteristic of positions, competing interests or options
- Seek broad-based input with the recognition that time and budget may result in some voices not being accommodated
- Focus input on what is important to planning.

Community Dialogue Stakeholders

To achieve these goals, The Perspectives Group designed a series of twenty community dialogues to engage the full range of stakeholder interests in expressing their values, issues, and concerns about the future of Tysons Corner. Dialogues were organized around different segments of the Tysons community to capture the full range of voices from the residential, business, development, and non-profit sectors. Separate dialogues were held for different segments of the community in order to ensure that individuals felt comfortable speaking about what was most important to them, and so that specific values and concerns were not lost or overwhelmed by competing interests. Dialogues were held specifically to reach out to the following audiences:

- Residents Hallcrest Neighborhood and Northeast Tysons
- Residents of Tysons Eastern Border
- Residents of Providence Area and Providence Association Members
- Residents of Vienna Area
- Residents of The Rotonda
- Residents of McLean and McLean Citizens Association Members
- Residents Outside the Immediate Tysons Area
- Residents of Lewinsville Area and Lewinsville Coalition Members
- Residents of Tysons Southern Border
- Residents Inside the Tysons Border
- Small Business Owners
- Large Business Owners and Managers
- Automotive Businesses
- Large Business Employees
- Retail Businesses
- General Business/All Business Stakeholders (for any businesses who were unable to attend a specific dialogue)
- Property Owners & Developers (two dialogues)
- Arts and Non-Profit Community
- General Tysons Community/All Stakeholders (for any resident who was unable to attend an earlier dialogue).

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A list of stakeholders who attended each of the dialogues is included in Appendix B. In order to accommodate the full range of stakeholder values in a short period of time, the approach focused on engaging existing groups and organizations (such as homeowners associations) to assist in the convening of meetings, sometimes in conjunction with their regularly scheduled meetings.

In addition to the twenty dialogues, input was also collected from individuals through the Fairfax County web site. Questions asked coincided with the dialogue process so that input would be consistent with the goals of the initial outreach. Web-based input was solicited in order to ensure that every interested community member could participate in the process, even if they could not make it to a community dialogue. Input received through the web is summarized similar to the dialogues and appears in Appendix A and Section 5.0 as "Web-Based Input." A screen shot of the web-based input page is included in Appendix E.

Community Dialogue Meeting Structure

The structure of each community dialogue was the same. Participants were seated at tables with six to eight chairs and first given a brief presentation on the Task Force, the process for refining the 1994 Comprehensive Plan, and basic information on the planned Metrorail stations, including locations. Questions about the Task Force, Comprehensive Plan or other County issues were recorded by a facilitator. County staff and Task Force members were present at all dialogues to answer questions and listen to the dialogues.



Participants sat at small tables to facilitate dialogue around values.

After the presentation, individuals participated in small groups of 4-8 at their tables to discuss their values and concerns together and identify those they wished to present by writing them down on cards. Values were defined as deeply rooted beliefs that reflect what people care about and shape the decisions they make. Values were distinguished from positions by an example. Participants were given questions to prompt their discussion. A copy of the presentation and meeting materials that participants received is included as Appendix D. Meeting handouts were also made available on the web site.

After 25-40 minutes of discussion, a spokesperson from each group presented their results to the larger group. The cards were placed on a “sticky wall” and grouped into common themes by a facilitator. All cards were presented and no censoring was conducted.

The community dialogues drew 424* participants including residents and homeowners association members from inside and outside Tysons Corner, business owners and employees, property owners, developers, and representatives from arts and non-profit organizations. One dialogue, the Large Business Employees Dialogue, was cancelled due to lack of participants. Attendance at the other 19 dialogues ranged from 1 to 77 participants. Exact participant numbers for each dialogue can be found in Section 5. An additional 43 individuals provided comments to the process on-line.



During the dialogue, participants captured their values and concerns on cards.



Participants presented values to the room as facilitators organized them into themes on the wall.

Summaries of each community dialogue are included in Section 5. Complete results of each dialogue are provided in Appendix A. Results from the on-line input are summarized as an additional dialogue.

* number of participants that signed in, does not include Task Force members, press, and other observers.

4.0 Primary Community Values Expressed

Input from the dialogues and web comments showed a wide range of values and concerns with a strong concentration of interests around better management of Tysons growth and traffic, providing better choices for transportation by all means, creating more livable spaces within Tysons, protecting neighborhoods surrounding Tysons, maintaining a positive business climate, and ensuring ongoing transparency and participation in the planning process.

The hundreds of different comments collected have been organized into fourteen themes, each with distinct value statements that were heard in at least three of the dialogues. These themes are presented alphabetically as no overall attempt to prioritize values and concerns across dialogues was made.

Table 1 lists the common themes and values. A brief summary of the dialogues associated with each theme is provided below.

Character of Tysons

While only a few groups specifically stated that Tysons should be a destination place or urban center, all groups had values that related to the character of Tysons Corner. Making Tysons into a more aesthetically pleasing place was a top priority for a majority of groups. Suggestions for improving the aesthetics of Tysons included improving streetscapes and landscaping, keeping it clean, and creating a more cohesive architectural environment by blending older and more modern architectural styles.

Another important part of this theme was creating a Tysons with its own unique sense of place. Some dialogue participants were adamant that they didn't want Tysons to simply copy the identity of other areas and become "another Ballston," or "another DC." While some groups place a high value on the "small town character" of surrounding areas like McLean and Vienna, others place a high value on making Tysons itself more cosmopolitan and bold. Another idea was that Tysons Corner should have distinct areas of identity around each rail station.

Most groups also placed a high value on improving the sense of community in and around Tysons. As one participant said, "Tysons should be a place to enjoy, not a place to avoid." Some participants voiced concerns about preserving the sense of community they already enjoy in neighboring communities like Vienna and McLean. Other ideas for an enhanced sense of community in Tysons included community participation in arts activities, activities for youth and seniors, and a vibrant environment for families.

Connectivity

Almost all groups expressed the desire to greatly enhance the ability to move around within Tysons much more efficiently. Many groups also expressed that they want to be able to better connect with surrounding areas to get to and from Tysons. A shuttle-bus system that is cheap (or free) and circulates throughout Tysons was the primary suggestion for enhancing connectivity within Tysons. Most resident groups expressed strong desire that they be able to access Metro, not just commuters and shoppers from outside the area or those living within the metro walkshed. At the foundation of these ideas is the desire to be able to move around quickly on the lunch hour, or during shopping trips, and have quick access to the Metro stations without having to continue the reliance on autos.

Density

The issue of density in Tysons was addressed by all dialogue groups. Some participants clearly stated that their position was for no increased density or no growth in Tysons Corner. (For some this meant no growth

Table 1. Key Themes and Values Heard Most Often in the Dialogues

CHARACTER OF TYSONS
Tysons should be a destination place
Enhance aesthetics of Tysons
Enhance sense of Place
Enhance sense of community
CONNECTIVITY
Enhance ability to travel to and from Tysons from surrounding areas
Enhance ability to get around Tysons through a coordinated shuttle-bus system
Make Metro easily accessible to Tysons residents and nearby residents
DENSITY
Limit building heights
No increased density/growth
Make Tysons a more functional urban center
Preserve and protect present character of surrounding residential neighborhoods
Concentrate density around Metro
Create and protect “transition zones” between higher and lower density
ECONOMIC/BUSINESS CLIMATE
Provide for economic growth and stability
Don’t push existing businesses out
Maintain/enhance existing property values
ENVIRONMENT
Create more parks and greenspace
Create athletic fields
Enhance stormwater management and protect water quality
INFRASTRUCTURE AND PUBLIC FACILITIES
Ensure that infrastructure and public facilities are sufficient to meet any increases in density
Infrastructure improvements should be funded by developers
Infrastructure improvements should be funded through public-private partnerships
METRO
Protect residents from light and noise pollution
Minimize traffic impacts and other inconveniences during Metro construction
Metro should be underground
MIXED USE
Create more community-serving retail
Increase street-level retail and small shops
Increase entertainment and cultural uses
PARKING
Parking needed for Metro
Keep Metro users from parking in residential neighborhoods and commercial/retail lots
Make parking a less prominent feature
PEDESTRIAN AND BICYCLE IMPROVEMENTS
Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities
Provide bike trails or lanes
RESIDENTIAL DEVELOPMENT
Create more affordable housing
Create appropriate housing for Tysons workers
Increase amount of housing in Tysons
SAFETY
Ensure personal safety with arrival of Metro
TASK FORCE PROCESS
Task force should be more representative
TRAFFIC
Decrease traffic in general
Improve the flow of traffic within and through Tysons
Provide a “grid” street pattern
Decrease reliance on autos
Keep Tysons accessible by car

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above what is already built. Others noted that dramatic room for growth already exists under current zoning and should not be increased beyond these limits.) Values underlying this position included preserving the character of their neighborhoods, alleviating traffic, and maintenance of sufficient infrastructure and public facilities. Other participants did not oppose increases in density in Tysons, but want to make sure that any increases in density are concentrated around the Metro stations, or that there be sufficient transition between higher and lower areas of density. Still others voiced their desire for Tysons to grow and add density and become a functional urban center. Almost all dialogues were in agreement that existing growth and density had not been supported with adequate planning and infrastructure and that this imbalance had to be addressed before any new growth or increases in density made sense.

Economics/Business Climate

Some groups, including many residents, are concerned that current businesses do not get pushed out of Tysons or put out of business, as a result of new development. Auto dealership participants were especially concerned about the effect of increased density on their businesses.

Both resident and business groups were concerned with maintenance of property values. Some business groups are very concerned with the economic environment of Tysons and wish to create more jobs, attract high quality workers, and see the Tysons commercial sector flourish. These participants want to ensure that new development supports the business climate of Tysons.

Environment

Creating accessible parks, including dog parks, and creating more green space in Tysons in general, was valued by most groups. Some participants mentioned their desire to see more trees throughout Tysons. A few groups want to see athletic fields created within Tysons.

Enhanced stormwater management and protection of local waterways, especially during construction, was mentioned by some groups. One group suggested that excess runoff water be used in creative and functional ways. A few groups stated their concerns about air pollution and environmental protection in general. Ideas about green buildings and rooftops were identified by several groups.

Infrastructure and Public Facilities

Most dialogues talked about the need for increased infrastructure and public facilities to accommodate an increase in density. Prevention of school overcrowding and stresses on critical services like police and fire were identified as very important by almost all groups. Strain on roads and traffic was also seen as critical. Many groups felt that it was critical to provide such services sufficient to handle any planned density prior to adding any density to Tysons Corner.

Many groups suggested that developers and businesses should be providing the needed funds for expansion and improvement of infrastructure, not existing residents. Proffers for greenspace and parks, arts facilities, bike paths and other services were suggested by some participants. Some groups suggested that such funding should be shared by developers and public entities through a partnership.

Metro

Although participants were made aware that the jurisdiction of Fairfax County is limited to the areas immediately surrounding the Metro stations, not the Metro stations themselves, many wanted to voice their opinion that the Metro line and stations should be built underground. Protection of residents from light and noise pollution stemming from Metro was a key value for most resident dialogue groups. There was also significant concern expressed about the aesthetic impacts of aerial tracks. Participants perceived that the rail

tracks would require demolition within 40-50 years thus greatly increasing the expense of the rail project in the long-term. Minimizing inconveniences during Metro construction was important to resident and business groups. One group emphasized the importance of public communications during construction to keep people updated of traffic pattern changes.

Mixed Use

Almost all groups voiced their desire for mixed use in Tysons. While some dialogue groups stated their support for mixed use in general, others emphasized the key role of residential throughout Tysons to support a “true mixed use” area. Of importance to many residential groups was the addition of “community-serving retail” such as grocery stores, pharmacies, video stores, dry cleaners, day care, and other essential services that they would use on a day-to-day basis. Making these services more accessible was seen as one strategy to reduce overall traffic.

Also important to some groups was the addition of more street-level retail and small, independently-owned retail in Tysons. Entertainment and cultural uses such as cinemas, theatres, museums, and even pubs and nightlife would also be of value to many participants.

Parking

Many dialogue participants were very surprised to hear that no parking was planned for any of the four Tysons Metro Stations. Many participants made it clear that they feel strongly that parking should be provided near the Metro stations. Participants from the residential and business communities had concerns that Metro users would park in residential areas or retail lots and would like to see a mechanism to prevent this. A few groups stated that they would like to see less land used up by parking, or that parking be a less prominent feature of Tysons.

Pedestrian and Bicycle Improvements

Almost all groups were concerned with making Tysons a more pedestrian-friendly environment. Pedestrian safety and access were top values for this process. Sidewalks, overpasses, crosswalks, better lighting, and accommodations for persons with disabilities were all mentioned. Participants also voiced that they would like to be able to walk within Tysons and be connected by foot to neighboring communities with access to cross the beltway by foot.

While bicycle access and safety was mentioned by fewer groups, it is an important value for those participants that did mention it. Ideas included bike lanes, trails and accommodations like lockers and racks.

Residential Development

Some form of increased residential development was discussed by most dialogue groups. While some groups mentioned only the need for more residential units, others stressed the need more affordable housing options or more options for the Tysons workforce. Another suggestion was to provide a full range of economic choices, including choices for seniors.

Safety

Some groups voiced concerns about the safety of Tysons with the arrival of Metro. They want to make sure that the arrival of Metro doesn't bring added crime and that police and security services are increased to prevent this.

Task Force Process

Some groups voiced concerns about the composition of the Tysons Task Force, specifically some felt that there should be more representation by specific residential locations and area schools. In addition, several participants expressed frustration that the process was behind the metro rail timing and perceived that this

process should have preceded the advancement of rail through Tysons.

Traffic

Traffic was a major point of discussion for almost all dialogue groups. Decreasing the amount of traffic in general was a stated value for many groups. There was a great deal of frustration expressed about the amount of time that area residents needed to travel through and within Tysons. Many groups suggested ways to improve the flow of traffic through Tysons, such as providing a way for “through travelers” to bypass central Tysons, fixing the timing of stoplights, creation of express lanes, and creation of a street grid.

Some participants want to see a decrease in automobile use in Tysons, by providing other options for transportation and perhaps restricting auto access in certain areas. Other participants want to make sure that they can still access Tysons by car through adequate public parking for non-Metro users.

5.0 Community Dialogue Summaries

This section provides a summary of the main values and concerns raised at each dialogue. Table A-1 in Appendix A identifies where each of the fourteen main themes and values came up in specific dialogues. It is important to note that simply because a specific value was not mentioned in a dialogue, it is not a reasonable assumption that this value is not important or shared by those participants. Many table dialogues discussed certain themes in depth, while not getting to other themes, and no attempt was made to direct dialogues to specific themes or issues.

Notes taken at the focus groups were transcribed and organized into the following summaries. These summaries highlight the most commonly held values and visions expressed by each individual group. For a complete recording of the specific values cards that were created in each group, see Appendix A.

Community Dialogue 1 Summary

Hallcrest and Northeast Tysons Residents

January 5, 2006 7:30pm – 9:00pm

46 Participants by head count

41 Participants signed in, including 1 Task Force member who participated

1 Observer

Sidewalks and pedestrian accessibility are a top concern for this group of residents. Residents in this group would value a much more pedestrian-friendly environment for Tysons Corner, including sidewalks, pedestrian access to the Metro stations, and safe ways to cross busy streets like Rout 123. This is especially important for the large population of older residents, and for persons with disabilities. Bike paths would also be welcome.

Participants also place a high value on noise prevention and the impacts of Metro construction on their neighborhoods. Minimization of the visual and noise impacts of Metro were discussed at length. Light pollution from high rises was also a strong concern.

Traffic management was a top value for a majority of the participants in this dialogue, as they value their time. Participants were concerned that the addition of Metro may make traffic worse in the area. Connectivity is highly valued by this group, and some participants mentioned their desire for reasonably priced shuttle buses. All participants are concerned about the disruption that traffic already causes to their daily lives and are very concerned about how to mitigate this.

Participants also valued their communities. Preservation of a family-friendly environment that is on a personal scale is important to this group. Mixed use with a good balance between business and residential would be welcome.

Another major concern for this group was parking. Residents don't want Metro riders taking their parking spaces.

This group also values safety, affordable housing, and the preservation and creation of green space.

Some participants also mentioned that they would like to see the Metro be built underground.

Community Dialogue 2 Summary

Tysons Eastern Border Residents

January 12, 2006 7:00pm – 8:30pm

50 Participants by head count (approximately 10 people left before Values Exercise)

42 Participants signed in

5 Task Force members

2 reporters

Participants in this group were concerned with the preservation of their neighborhood and current density levels. Most individuals agreed that increased density in their area would worsen traffic and parking problems. Others specifically value preservation of lower density outside of Tysons center.

While some participants value a suburban atmosphere and clearly want to preserve the Tysons area residential neighborhoods they are currently, others see the addition of Metro and potential accompanying changes as a positive, so long as traffic, parking and safety issues are addressed adequately.

Preservation of greenspace was an important value for many participants. Some mentioned that they were concerned that trees would be cut down for new construction. Also of concern, was the navigation of the "transition period," during which Metro construction would occur, especially with respect to traffic. Participants repeatedly mentioned that traffic is already very bad, and that current traffic problems should be solved prior to Metro construction of new building.

Connectivity and walkability are also highly valued by this group of residents. Some participants would like to see shuttle buses from residential neighborhoods to Metro stations and shopping, as well as sidewalks, pedestrian bridges over main roads, and bike paths.

Safety was also a value, with some participants concerned that the arrival of Metro may compromise safety in Tysons.

Property values are also important to this group. A few participants mentioned wanting to preserve their McLean address for this reason.



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Community Dialogue 3 Summary Providence Area Residents

January 17, 2006 7:30pm – 9:00pm
50 Participants by head count
50 Participants signed in
1 Task Force member
6 Observers

In addition to traffic reduction, a prominent value for this group of residents is improved flow of traffic. They would like to see “gridded” street patterns, more side streets, and improved connectivity throughout the Tysons area through affordable shuttle buses to Metro stations and improved service roads. This group also values connectivity with surrounding communities, by car, public transportation, walking and biking.



Pedestrian and bicycle safety and access were also discussed as values. As was having parking available at Metro stations.

Participants value density increases only around Metro stations. Two participants offered the suggestion of increasing density only within a quarter mile radius of any station. This group was also concerned with making sure that infrastructure development precedes density increases, so that current infrastructure (schools and EMS were mentioned) isn't overwhelmed. This group also thought that the developers should pay for increased infrastructure.

Within any increased density in Tysons, this group would value adding essential services through a mixed-use scheme. Services mentioned include grocery, dry cleaning, day care, and recreational opportunities. An enhanced sense of community and place is another value for this group. Some participants suggested a car-free zone, a central commons, cultural center, and better nightlife.

Affordable housing and preservation of the environment were also central values for this group. Being able to use the green space was of particular concern. In addition, this group was concerned about noise and sight pollution from Metro.

Other values and concerns included concerns about the make-up of the task force, and management of Metro construction.

Community Dialogue 4 Summary

Vienna Area Residents

January 18, 2006 7:30pm – 9:00pm

93 Participants by head count

91 Participants signed in

1 Task Force member

4 Observers

This large group of residents expressed a diversity of values with particular emphasis on greenspace and environmental protection, the quality of the community input process, and requiring developers to provide funding for infrastructure expansion and improvement to accommodate development.

Participants raised concerns about the secondary impacts of increased density in the area, including the effects on the environment, overcrowding in schools, and the need to finance additional infrastructure. Many participants felt strongly that infrastructure improvements and expansions should be paid for by developers, not current residents. They also expressed that increases in density should be limited to areas immediately adjacent to Metro stations.

Environmental values expressed included protection and creation of greenspace and sports fields, clean water through effective storm and waste water management, and improving air quality.

Some participants were interested to see school representation on the Task Force and were particularly concerned about school overcrowding with increased residential density. In addition, continued public input throughout the process of refining the comprehensive plan is valued by this group.

Decreasing existing traffic and improving traffic flow through the area were priority values for many of the dialogue groups. Participants also want to see improved connectivity in the area through the creation of shuttle bus routes to Metro stations, pedestrian walkways, and bike trails. Being able to move freely around the area is obviously very important to this group.

Many groups expressed concern that Metro would cause an increase in parking in residential neighborhoods, especially if no parking is created for the Metro stations.

Property values are of concern, as are maintaining residential neighborhoods and the current suburban quality of life in residential areas. This group also values their peace and quiet, as well as creating a diverse mix of services in the area for their convenience.

Also expressed were concerns about the use of eminent domain, the visual impacts of metro, creation of affordable housing, emergency preparedness, and how the planned Metro stations will actually benefit current Tysons area residents.

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Community Dialogue 5 Summary

The Rotonda Residents

January 19, 2006 7:00pm – 8:30pm
20 Participants by head count
20 Participants signed in
1 Task Force member
1 Observer

Traffic management, pedestrian safety, green space, and a healthy environment are prominent values for this group of residents.

Suggestions made for improving traffic management include re-synchronization of streetlights, opening up a grid-like street pattern, and minimizing cul-de-sacs. Participants in this group feel like their community is a great place, but they are trapped in it due to traffic outside the gates.

Sidewalks and well-planned pedestrian bridges were suggested as ways to improve pedestrian safety. Some participants value connectivity within their community and would like to see a trolley or non-diesel shuttle-bus system developed to transport people around Tysons. Such a system, according to this group, should run frequently to accommodate the elderly.

Participants were also concerned about safety and the possibility of a rise in crime after Metro arrival, as well as Metro's affect on their property values.

Also important to this group is bringing in needed services such as a grocery and dry cleaner, avoiding noise pollution, and investment infrastructure.

Community Dialogue 6 Summary

Large Business Employees

January 24, 2006 7:00pm – 8:30pm
0 participants

Community Dialogue 7 Summary

Retail Businesses

January 25, 2006 7:00pm – 8:30pm
8 Participants by head count
8 Participants signed in

Retail business dialogue participants were concerned with improving the sense of community and sense of place in Tysons, by making it an appealing place for multiple generations and providing cultural and social opportunities. This includes improving the look of Tysons through improved streetscapes and architecture that's more than just "concrete blocks," as well as incorporation of some taller buildings.

Increased density should be concentrated around Metro stations, and more affordable housing should be built. In addition, this group would like Tysons to be more pedestrian friendly and easy to get around. Pedestrian bridges and better traffic management were suggested by some participants.



This group also wants to see mixed uses in Tysons, including recreational facilities, a cultural identity center, and affordable hotels.

Community Dialogue 8 Summary McLean Residents

January 26, 2006 7:00pm – 8:30pm
48 Participants by head count
47 Participants signed in
4 Task Force members
3 Reporters

Participants in this dialogue were passionate about a number of their values and issues. Of top concern was increasing connectivity throughout Tysons and to surrounding communities through utilization of shuttle buses and feeder buses, and increasing pedestrian and bicycle accessibility and safety. Participants want to see sidewalks, better lighting, lots of benches, and bicycle lanes and facilities such as lockers and racks. “Total bicycle access” and “total pedestrian access” were listed as top values.



This group was also concerned with the environment. They don't want to see more trees cut down for development, and they want new development to have green roofs. Participants voiced their desire for more parks and athletic fields, and that proffers from developers should be used to create these facilities. Also of concern was the protection of Scott's Run.

Solving traffic problems was also of great concern. Participants were adamant that the present traffic situation should be improved before adding any more density to the area. They want to reduce gridlock and rework traffic light timings to provide to increase traffic mobility. One table said they wanted to see 60% less traffic in Tysons.

McLean residents were also adamant that developers should pay for the needed improvements to public facilities and infrastructure that are necessary for increased density and growth. School crowding was a top concern. Although many participants do not want to see any increased growth or density in Tysons, if growth is eminent they would like to see more residential and more community-serving retails such as grocery stores and essential services like a post office. Convenient recreational and leisure activities would also be welcome.

Protection of existing residential neighborhoods, adding parking near Metro stations, and public safety were also very important to this group. Participants also had concerns about the composition of the Task Force, and the intentions of the Task Force with respect to utilization of citizen input. Some participants also expressed dissatisfaction with the Economic Development Agency.

Tysons Corner: Initial Community Outreach Findings

Community Dialogue 9 Summary

All Business Stakeholders

January 31, 2006 3:00pm – 4:30pm

1 Participant

1 Task Force member

Creating an urban identity and a business-friendly environment for Tysons was important to this participant, who wants to see a critical mass of businesses develop in Tysons through clustering, density and mixed use.

It is very important to this participant that a long-term view is used by the task force to create a Tysons that attracts quality people and creates great career opportunities.

Community Dialogue 10 Summary

Large Business Owners and Managers

January 31, 2006 7:00pm – 8:30pm

10 Participants signed in

4 Task Force members

Dialogue participants are eager to see a better looking Tysons that balances growth with support to current businesses. Their concept of a better looking Tysons includes parks and greenspace, common architectural themes, and improved cleanliness. They would like to make Tysons a destination place with a mixed-use balance of entertainment, business, shopping, and residential land uses. Property value growth and maintenance is also an important value for this group.

This group also had concerns about the lack of parking at the four planned Metro stations, and the noise that the above ground design would cause. In addition, participants want to make sure that Tysons maintains adequate parking for car commuters.

Better roads were also mentioned by this group. As was pedestrian access and safety. Pedestrian bridges and weather protection for pedestrians are also important.

Community Dialogue 11 Summary

Residents Outside Tysons Area

February 1, 2006 7:30pm – 9:00pm

4 Participants by head count (1 Participant left before Value Exercise)

4 Participants signed in

1 Task Force member

Connectivity, greenspace, bicycle and pedestrian access, aesthetics, and traffic management were all important values for this group. Participants would like to see a clean Tysons with an urban feel, density concentrated around Metro, and well planned infrastructure and public facilities that meet the needs of a growing population. They also want to see improved traffic management, a street grid with local feeder roads, and express routes that enable traffic to pass through Tysons more easily.

Recreation facilities, museums and theatres are also a part of this groups vision. They urge the task force to learn from other urban planning successes and failures, consider the environmental effects of development, and to educate the public on the County's planning process.

Participants also mentioned that they would like to see a range of residential development, including affordable and senior accommodations, within walking distance to Metro stations. Enhanced connectivity throughout Tysons, bus access to Metro stations, continued vehicular access, and improved public transportation to surrounding communities is also desired.

Community Dialogue 12 Summary

Property Owners and Developers, Group 1

February 2, 2006 3:00pm – 4:30pm

40 Participants by head count

38 Participants signed in

1 Task Force member

This group values diversity of residential development, and commercial and retail services. Participants want to see Tysons thrive economically, maintain current businesses create jobs, and preserve the economic value of the land. Participants had specific ideas about development policies and guidelines. For example: they want a streamlined zoning process, clear rules about development, and a process that is responsive to the market.

Also of great importance is making Tysons into a thriving urban center with increased density in targeted locations, a diversity of residential options throughout the entire area, distinct neighborhoods within Tysons, and a plethora of tourism amenities.

This group values the creation of a pedestrian-friendly environment, while preserving access by car and public parking. They suggested using a street grid and by-pass system to reduce traffic.

Participants recognized the need for increased infrastructure and public facilities such as parks, and would like to see those increases funded by the “true beneficiaries” of such amenities. Individuals also stated the need for true mixed use, not clumps, of housing, office, retail, and services like day care and a convention center.

This group also expressed concern with the community outreach process. They would like to participate in dialogues that bring different sectors of the community together in order to see the differences in visions between groups.

Community Dialogue 13 Summary

Property Owners and Developers, Group 2

February 2, 2006 6:30pm – 8:00pm

7 Participants by head count

7 Participants signed in

1 Task Force member

This group of property owners and developers had a clear vision for Tysons Corner, based on cohesive physical design and a creation of a vibrant business and social community. They would like to see Tysons design have a unifying theme with gateways, branding and recognizable landmarks. Overall, the group thought Tysons is a key geographic area and should be a destination place with a strategy to draw people in.

Participants see potential for Tysons to evolve into a “Tysons City” that accommodates a mix of housing, and is an “immersive experience” for residents and workers, complete with its own bold identity and distinct characteristics for different parts of Tysons. This 18-hour city should have an outdoor concert park and a civic and cultural center, more street-level retail and a diversity of amenities. Sufficient density should be concentrated at rail stops.

Tysons Corner: Initial Community Outreach Findings

This group also values greenspace and suggested creation of incentives for developers to create parks in Tysons. Participants also stated that transportation infrastructure was critical to success, and that a street grid would help with traffic flow. Form-based code that supports urban development is also desired.

Community Dialogue 14 Summary

Tysons Residents

February 7, 2006 7:00pm – 8:30pm
13 Participants by head count
11 Participants signed in
1 Task Force member

Safety, traffic improvements, and mixed use were top values for this group. Participants are leery of adding more density to the Tysons area because of their potential affects on these areas. They also had concerns about the task force process for updating the comprehensive plan, including transparency of process, the use of values as an area for public input, the relationship between different County and state agencies, and the overall inclusiveness of community outreach activities.

Any increased density in Tysons should be in distinct “pockets,” and should include increased community-serving retail such as grocery stores, video stores, and more residential development. This group wants to see Tysons develop into an oasis, with more dog-friendly parks, trees and a walkable environment with sidewalks, pedestrian bridges and bike paths connecting all points within Tysons. A circulator bus would also add to the connectivity of Tysons.

While continued vehicular access to Tysons was important to some, participants suggested that traffic problems could be improved by encouraging car sharing, providing lots for Flex and Zip Cars, and restricting vehicular access into Tysons Corner urban center. Another suggestion was to create “shared parking,” in order to decrease the land area occupied by parking lots and make parking more convenient.

Better street lighting, improved security, and enhanced emergency medical services were also mentioned by participants in this group.

Community Dialogue 15 Summary

Small Business Owners

February 8, 2006 3:00pm – 4:30pm
12 Participants by head count
12 Participants signed in
1 Task Force member
3 Observers

This group of small business owners are interested in seeing Tysons Corner develop into a community that supports both family life and commerce. They also value creating a cohesive design for Tysons. Their ideas for improving the look of Tysons include blending old architecture cohesively with modern design, and adding public art. They also want to see more opportunities for entertainment like a jazz club, cultural and performing arts opportunities, and perhaps a convention center.

Participants in this dialogue were especially concerned about the impacts of Metro construction on traffic patterns, and suggested that public education and signage be used to inform commuters, shoppers and

residents about traffic hotspots and changes. They also thought that communications about construction should be humorous, in order to help people to be less frustrated during construction.

Of central importance to this group was increasing economic diversity in Tysons and investing in the future of the Tysons business community. Decreasing reliance on cars through increased use of walking, bicycling, and a shuttle-bus system was discussed. Participants also urged the County to create clear guidelines for development, and maintain Vienna and McLean as places with a small town feel.

Community Dialogue 16 Summary Tysons Southern Border Residents

February 8, 2006 7:00pm – 8:30pm
3 Participants

Foundational values for participants included good schools, walkability, aesthetics, connectivity, greenspace, and mixed use. They want Tysons to develop into a pedestrian town with sidewalks and overpasses, so residents, workers and businesses can walk to a diversity of amenities such as a grocery store, small shops, parks and athletic fields, a library and a post office. Adding restaurants on the ground level of office buildings was suggested as a means to minimize lunchtime traffic, as was a “lunch loop” shuttle.

Individuals in this dialogue were concerned with making sure that public facilities and infrastructure are adequate to meet increased density, and protecting the Tysons community from the light and noise that above ground Metro will bring. According to this group, proffers from developers should be used to add community assets and infrastructure needed for increased density. They also want to see better traffic flow through Tysons, including a way for “through traffic” to bypass central Tysons.

With enough attractions to draw people in, a small town feel, enhanced aesthetics and perhaps a town center, Tysons Corner can develop its own identity.

Community Dialogue 17 Summary Lewinsville Residents

February 9, 2006 7:00pm – 8:30pm
15 Participants by head count
15 Participants signed in
2 Task Force members

Participants in the Lewinsville area dialogue voiced strong concerns about the potential effects of increased density on their community. They want to be sure that public facilities and infrastructure are able to support any increased density. They are especially concerned about overcrowding in the schools and on the roads. While they would like to see increased residential development, including affordable units, they think it should be confined to the areas immediately surrounding the Metro stations.

In addition to adding residential, this group hopes that any increases in density in Tysons Corner will include amenities that make the area more livable – such as grocery, drug stores, and cultural and entertainment activities. Enhancing the environment for pedestrians and cyclists would also help increase livability, as would the addition of parks, more small retail shops, underground parking, and more parking for individuals with disabilities. In their vision, current businesses should not be pushed out due to new development.

Tyson's Corner: Initial Community Outreach Findings

At the most basic level, these individuals want Tysons to be a more livable and family-friendly environment – “a place to enjoy, not a place to avoid.” Other values mentioned by this group include protection of property values, safety in elementary schools, retainence of affordable retail stores, and protection of residential life from noise and light pollution.

Community Dialogue 18 Summary

Arts and Non-Profit Community Members

February 10, 2006 10:00am – 11:30am

11 Participants by head count

11 Participants signed in

2 Task Force members

Support for the arts in Tysons was the central theme for this dialogue. Participants hope that new development can provide needed resources including performance and studio space, as well as attract “arts-centric” businesses. A few participants suggested making Tysons an official Arts & Entertainment District.

Individuals in this group want to make art a part of the daily life of Tysons residents, commuters and users. Their strategy includes public art, and a integration of a cohesive design strategy into the architecture of new buildings, as well as ensuring adequate public transportation to arts performances and venues. Creative use of water runoff for fountains or other aesthetic features would also add to the visual character of Tysons.

One participant mused that “if Tysons already had gridlock, why not make it truly urban so people can walk.” Other participants suggested bike trails and racks, work/live space for artists, and proffers for art spaces.

Participants also placed value on not pushing any existing businesses out, making buildings green, and ensuring that the arts community is at the table during negotiations between the County and developers.

Community Dialogue 19 Summary

Automotive Businesses

February 15, 2006 3:00pm – 4:30pm

11 Participants by head count

11 Participants signed in

1 Task Force member

1 Observer

1 Reporter

The most resounding value for this group was not pushing current businesses out of Tysons due to new development. Some participants suggested that the comprehensive plan should include language that states the important economic contribution that car dealerships play in Tysons. Others stressed that the goals of the comprehensive plan should be achieved gradually, as the economic climate naturally evolves, not forced by policy.

Individuals in this group believe that existing businesses can operate in harmony with higher density development, and that Tysons should have a diversity of retail businesses. This group thinks that there should be parking facilities at Metro.

This group also values keeping Tysons, especially transit centers clean, and making sure the Tysons environment is aesthetically pleasing. They also suggested creation of a road grid to enhance traffic flow, preventing congestion in general, and maintaining access to car dealerships.

Community Dialogue 20 Summary

All Stakeholders

- February 16, 2006 7:00pm – 8:30pm
- 8 Participants by head count
- 8 Participants signed in
- 1 Task Force member
- 1 Observer

Environment, aesthetics, walkability, connectivity and infrastructure are top values for participants in this dialogue. While increased density is not opposed, this group wants to make sure that it is concentrated around Metro stations, and there is an adequate transition zone between areas of higher density and “residential edges.” One participant said “we still want to be urban, but not a mini DC,” and other suggested that new development should capture why Tysons is different from DC.

Decreasing reliance on cars and improving pedestrian access were important to participants. They walk to see clean sidewalks, walking trails, and incentives for walking instead of driving. Dog parks, playing fields and more open space in general would also please this group.

Infrastructure and public facility improvements were also suggested. It was suggested that existing facilities should be utilized before breaking new ground for new facilities. While some felt that the private sector should fund all necessary improvements, others felt that the public sector should also contribute.

In addition, good stormwater management and stream protection, community retail, recreation, and cooperation with nearby regions are valued.

Web-Based Input Summary

43 Respondents

In addition to the community dialogues, input was also collected from individuals through the Fairfax County web site. A summary of all responses received through the web is included in Appendix A.

Web-based input echoed nearly all the values and concerns voiced in the community dialogues, but also added some new, specific ideas. For example, enhancing aesthetics of Tysons through planting trees in road meridians, introducing focal architecture like spires and “trophy buildings,” and adding statues of famous Virginians. More arts, local events, and cultural landmarks were suggested to enhance the sense of place and of community in Tysons.

Getting around Tysons and to and from neighboring communities was mentioned by a number of respondents, as was the issue of Metro accessibility for Tysons residents. While some respondents want to limit building height, and are opposed to increased density in Tysons, other respondents stated that Tysons should become a “walkable urban center,” or a “traditional downtown.” Concerns about limiting the impact of increased growth on nearby communities and homeowners were also mentioned, while others indicated the desire to locate new development and density around Metro stations.

Some responses urged the creation of parks and greenspace, including pocket parks and athletic fields, as well as reducing the impact of impervious services on water quality. Infrastructure and public facilities such as parking, roads, schools, libraries, and facilities for recreation were mentioned by web respondents as things to have in place before or along with any new development. Funding for such improvements, according to a few respondents should come from developer proffers, businesses or the County.

Tysons Corner: Initial Community Outreach Findings

Metro-related input included the desire to limit noise and light pollution from Metro, minimize effects of construction on traffic, and putting Metro underground. Some responses also voiced support for parking at Metro, as well as concerns related to a potential rise in crime due to Metro.

In addition to increasing mixes-use land use in general, web input showed support for community-serving retail like a grocery, hardware store, pharmacies, and a cleaners; more local, ground-level retail, and more entertainment uses such as nightlife, pubs, a conference center, and outdoor plazas for events. With respect to parking, some responses indicated that underground parking would be preferred to above ground parking, and above ground parking should be surrounded by other uses.

Many responses regarding pedestrian improvements were received through the web. These included the addition of sidewalks, safe walkways for pedestrians and wheelchairs, pedestrian right of way, signage for pedestrians, and walkways over Routes 7 & 123.

Concerning residential development, one response was received regarding the addition of workforce housing, and a number of responses stressed the need for increased residential development. A few of these responses were in support of high-rise residential.

Traffic was heavily addressed through web input. Decreasing traffic and gridlock was mentioned in a number of responses, but the majority of comments had to do with improving the flow of traffic in and through Tysons. Increased access to 495, elimination of toll booths on Spring Hill Road ramps, use of one-way streets, and creation of a network of streets in a grid pattern were all mentioned. A few comments concerning preservation of vehicle access in Tysons, as well as encouragement of non-auto transportation were also received.

Other responses included opposition to Metro, support of metro, and concerns about political process around changes in Tysons were also submitted through the web.