

Section I. Development										
Question 1. Focus growth at Metro (Prototype A) or at Metro & along circulators (Prototype B)?										% of Total
Prototype A									31	53.4%
Prototype B									16	27.6%
Want less development than either prototype									5	8.6%
Other:										
Determine what development pattern will result in the lowest energy consumption									2	3.4%
Wait for Metro									1	1.7%
Implement in stages									1	1.7%
Scale development to infrastructure									2	3.4%
"Neither prototype should be recommended until a comprehensive fiscal & traffic impact analysis is completed with specific traffic mitigation measures tested and proven effective for the existing Tysons development base."										
									6	10.3%
TOTAL									58	100.0%

Question 2. Reactions to suggested densities & locations of additional housing in prototypes										% of Total	
In favor of Prototype A										9	15.8%
In favor of Prototype B										6	10.5%
In favor of more housing at Tysons generally										12	21.1%
"Only if the cost of the housing is in line with the incomes of the people working at Tysons."											
Subtotal, In favor of more housing										27	47.4%
Plans call for too much housing										16	28.1%
"Growth in Tysons should stop." "Where are the schools, recreation and shops to support these projections?"											
Build the infrastructure first, including Metro.										5	8.8%
"Moving forward without a much better plan for extending all types of county services and public facilities will detrimentally affect surrounding communities."											
Not enough housing to be a real city										2	3.5%
Would prefer garden apartments and townhouses to high rise buildings.										3	5.3%
"Tysons will no longer be an area for families." "Sunlight is very important ... creating urban canyons can create health problems ..."											
Other:											
Add the jobs first before housing										1	1.8%
Relate building heights to street widths. "Portion east of 495 has too much density."										1	1.8%
Needs to be coordinated in a regional plan. "Tysons will not develop independently of its neighbors."										1	1.8%
No basis for evaluation										1	1.8%
Subtotal, Other										4	7.0%
TOTAL										57	

Question 3. Additional Measures to Buffer Surrounding Communities										% of Total	
Parks & green space										12	22.6%
Permit taller buildings in the core and along the Toll Road										7	13.2%
No. "The Task Force has adequately addressed transitional areas."										9	17.0%
"Keeping commercial real estate low like it exists today along Gallows & Old Courthouse should be a good enough buffer for Vienna."											
"Would prefer even greater commercial density around Metro than proposed."											
"The people who live in McLean oppose anything. They have enjoyed incredible property value growth as a result of Tysons Corner and now they want all of us who work here to suffer. It is time to put the bigger needs of Northern Virginia first!"											
Lower heights/density. "Residents along Lewinsville Road do not want more multi-colored light shows into their bedrooms at night."										9	17.0%
Improve transportation network										11	20.8%
Build grid of streets first											
Add bike paths & improve existing bike corridors											
Add pedestrian connections between Tysons & Vienna											
Improve access so traffic doesn't have to go through communities to leave Tysons.											
"Improve intersection of Lewinsville & Spring Hill Rd."											
"Spell out obligations of Tysons landowners & developers to pay for intersection improvements."											
Expand circulators into Vienna & McLean to connect neighboring communities with transit.											
Traffic calming measures, especially on Magarity Road.											
Other:											
"Build Tysons as a net zero energy consuming community."										1	
Base recommendations on infrastructure capacity.										2	
Increase residential density in Pimmit Hills.										1	
Scatter residential development throughout Tysons.										1	

Question 3. (cont'd)											
<i>Contrasting opinions on schools:</i>											
"Ensure additional elementary schools as well as middle & high school capacity built early on.											
Plan suggests commercial office space used for elementary schools. DC found this a failed											
proposition...insufficient space for outdoor play. Average elementary school should be 500-600											
students, not 900. Smaller schools preferred learning environments, esp. for student pops. With											
significant ESOL and LEP challenges that FCPS faces."											
"While adjacent subdivisions worry about the overcrowding of the few existing schools currently											
within the Tysons area, with effective and creative forethought, New Tysons can offer excellent											
multi-story classroom environments that will use far less of the limited school open space for building											
footprint. Yes, this may take getting used to for some, but new state-of-the-art, urban classrooms											
classrooms should represent a marked improvement over the scattered, temporary classroom											
modules needed today. Here again, imaginative indoor gym space can provide most of the active											
recreation needs of schools at any grade level. Existing school sites should provide more											
used recreation and open space."											
Subtotal, Other										5	9.4%
TOTAL										53	

II. Transportation												
Question 4. Prefer Network 1 (moving traffic thru Tysons) or Network 2 (internal circulation)?										% of Total		
Network 1										23	37.7%	
	"Prefer Network 1 with widening of Rtes 7 & 123 plus grade separated interchanges & ramps are needed to accommodate the doubling of density planned already. The County has failed repeatedly during last 30 years to require Tysons land owners to proffer sufficient money to BUILD road improvements. Macerich and TYTRAN should implement shuttle bus service ASAP for commuters and residents of surrounding communities to show circulator feasibility & costs. Build several peripheral parking garages off Rtes 7 & 123 and at Betlway/Toll Road from which free bus circulators operate to Tysons malls & offices. Priority should be the 80+% of commuters who will NOT use Metrorail!"											
Network 2										12	19.7%	
Both										20	32.8%	
Other:												
	Not a realistic choice										1	1.6%
	Don't waste time talking about non-funded circulators										4	6.6%
	Need to know traffic impacts on Vienna and McLean										1	1.6%
	"The Task Force has severely failed the public. There was a promise of using good planning principles. Traffic modeling is a good planning principle. Now we fibnd out there are no funds to do even minimum transportation modeling. The modeling should be a requirement in order to identify the traffic impacts on Rtes. 7 and 123, reaching as far as McLean and Vienna. This is totally unacceptable from a planning standpoint and neither design should be considered until transportation modeling is completed and presented to the public for their analysis."											
	Subtotal, Other										6	9.8%
TOTAL										61		

Question 5. Prefer circulator in traffic or on dedicated right-of-way?										% of Total	
In traffic										11	25.0%
On ROW										14	31.8%
"There will likely be limited funding for circulators. Dedicated rights-of-way may be ideal, but are probably impractical in many situations. Wide rights-of-way along Jones Branch & International may allow dedication of existing lanes for circulator lanes. Existing large setbacks along these roads may permit additional dedication for new lanes/tracks."											
Both										3	6.8%
Need local circulators (probably buses)										5	11.4%
Subtotal, approve of circulator concept										33	75.0%
Don't think that circulator will work										7	15.9%
"Projections of significant ridership on circulator buses are likely inaccurate & are merely justifications for excessive densities without rail transit access to increase the value of this land to the benefit of the property owner & to the detriment of the public. The small gain in ridership associated with dedicated rights-of-way certainly will not justify the costs."											
"This depends on who is paying for these marvelous systems. If the burden is on the developers & landowners & residents of Tysons rather than on the hapless citizens of the surrounding communities, then you can do whatever you want."											
Create density at Metro, not at the circulators										3	6.8%
Other: What about Metro's crossing of the Potomac River?										1	2.3%
"I would surmise that a circulator system will be linked to awarding developers additional density. While increasing transit ridership could be a lofty goal, unfortunately the benefit analysis is done at the local level. There should be an analysis of the impact from the increased passenger load on the Potomac River crossing. Where is the analysis for this? Has the Tysons Task Force asked for & received this type of analysis? How does this impact the proposal for Prototype A or B? If developed as proposed, there will be a need to rebuild the Potomac River crossing & this will be to the tune of billions. What if rail does not come through Tysons? What is Plan B?"											
TOTAL										44	

Question 6.a. Agree with reduction of parking at Tysons?										% of Total	
Yes										37	63.8%
"Create incentives to developers to produce lower parking space to finished space ratios in exchange for higher density."											
No										21	36.2%
TOTAL										58	
Question 6.b. Other issues or considerations?											
Other											
Provide parking on periphery to shuttle people to Metro										5	27.8%
Provide centralized parking facilities like downtown Bethesda										2	11.1%
"A parking district is an excellent idea but would require the county or some quasi-public entity to implement it to accommodate centralized parking facilities that might serve many different uses which could be located on several separately owned parcels of land."											
Charge for parking										5	27.8%
"Landowners should have option of increased residential density provided strictly enforce limitations on parking ratios & auto usage in peak demand periods are adopted. You can live in Tysons but not use your car between 7 & 9 am and 4 & 6 pm without a toll of, say, \$5. Same for shopping centers. Discourage peak period discretionary travel in Tysons."											
Shared parking										3	16.7%
Other:											
Bike parking										1	5.6%
Minimize trips through mix of land uses										1	5.6%
County staff should calculate impact of TDM strategies by multiplying, not adding %s										1	5.6%
Subtotal, Other										3	16.7%
TOTAL										18	

Question 7. Ways to make Tysons more friendly to pedestrians & bikes.										% of Total	
Wider sidewalks										8	10.3%
Pedestrian & bike bridges at major intersections; tunnels & overpasses										9	11.5%
Reduce grade separations; limit sizes of streets & intersections; Network 2										3	3.8%
Well-marked crosswalks; median refuges; longer crosswalk times.										9	11.5%
"Plan every intersection by picturing a mother pushing a stroller, with a youngster beside her, holding her hand -- make it safe for them."											
Street trees, benches, attractive streetscapes, good lighting										6	7.7%
Subtotal, Pedestrian Improvements										35	44.9%
Reduce speeds through high fines & strict traffic enforcement										4	5.1%
Dedicated bike lanes										6	7.7%
Separate bike & pedestrian ONLY trails; include bike trail with Circulator Right-of-Way										6	7.7%
Connect Tysons bike trails to W&OD and other regional trails										2	2.6%
Attract ridership from surrounding neighborhoods										1	1.3%
Subtotal, Bicycle Improvements										15	19.2%
MiniParks (smaller than 5-10 acres)										4	5.1%
Promenade of greens that becomes central to urban landscape										1	1.3%
Neighborhood retail										1	1.3%
Clustered density										1	1.3%
Subtotal, Transit-oriented design										7	9.0%
Vehicle free shopping & dining areas										1	1.3%
Short term on-street parking only										1	1.3%
Monorail										1	1.3%
Air quality, access to sunlight & reduction of particulate waste during construction (dust control - had to move out of Tysons due to asthma attacks)										1	1.3%
Subtotal, Other										4	5.1%

Question 7. (cont'd)											
IMPLEMENT THE GRID OF STREETS								5		6.4%	
"We still have not heard how the grid of streets will be implemented along with the growth.											
This is the most important factor. Also figuring out how to get 'By Right' designs to											
incorporate the street grid. Zoning laws should require pedestrian and vehicular											
connections from one parcel to another. Biek path/pedestrian connections should be											
established wherever there is room between parcels."											
"Urgently the Task Force needs to explain how the grid will be funded.											
If it's built and paid for over 30 years, it will have potentially debilitating gaps."											
"Totally agree about the grid but perhaps suggest how that wonderful grid/transportation											
network would be implemented over time. Not all sites will redevelop at the same time											
and further some streets are simply more important to the transportation capacity of											
the network. Will the county take the led in implementing the road network ...											
even for a critical section of roadway on property that perhaps is not ripe for											
redevelopment? I would recommend that a 'triage' of new road network projects be											
suggested from most critical to least. A fine grid of streets on a single property,											
while the right way to go, may not provide much to the overall network."											

Section III. Quality of Life									
Question 8a. Approve of tradeoff between open space & additional density along circulators as in Prototype B?									
									% of Total
Yes								20	47.6%
No, prefer Prototype A								13	31.0%
More open space and LESS density (such as Base Case)								4	9.5%
"Rather than assume that we have to give away density to get amenities, we should have fundamental information about what the amenities will cost, who will pay for them, and what return can reasonably be expected for the parties who will profit from any density increases."									
								1	2.4%
Look at what uses are needed & make sure we have space for those uses.									
								1	2.4%
Do not count green roofs, swimming pools & private recreational facilities as open space.									
								3	7.1%
	Subtotal, Other							5	11.9%
TOTAL								42	
Question 8b. Approve of tradeoff between taller buildings & community benefits?									
									% of Total
Yes								20	52.6%
Yes, but buildings no taller than they are today.								2	5.3%
Tall buildings ok close to Metro								4	10.5%
No. "Six story buildings - think Paris."								12	31.6%
"Buildings of 20-30 stories are far too high. Overall environmental impact must be studied and made public."									
TOTAL								38	

Question 8c. More small neighborhood parks or fewer large community parks?			% of Total
Both. "Need some habitat for birds, etc. Also need soccer fields, recreation centers. Facilities should be spread out."		15	38.5%
One large park & the rest small neighborhood parks. "Want to create a Central Park feel."		5	12.8%
Smaller parks. "Take a wildlife survey first & see WHO ELSE lives here & how much space THEY need."		15	38.5%
Larger parks. "Developers should be required to put artificial turf on every playing field for 10 miles in every direction."		4	10.3%
"Fewer large community parks is just another way of saying 'huge athletic field complex.'"			
"Should not expect to meet all recreation needs (ball fields) within Tysons."			
TOTAL		39	
Question 8d. How should parks be connected?			% of Total
Walking paths/trails		10	35.7%
Bike paths		8	28.6%
Sidewalks		4	14.3%
Greenways or pedestrian avenues; landscaped walkways		3	10.7%
Circulator		1	3.6%
Monorail		1	3.6%
Other. "Add pedestrian access between Magarity Rd. & Tysons East Metro."		1	3.6%
Subtotal, Other		3	10.7%
TOTAL		28	

Question 9. Suggestions for creating a sense of place; civic & cultural uses							% of Total	
Library. "The tiny strip-mall-sized library alluded to in the plan is not sufficient to serve an intelligent, cosmopolitan community. FC residents love their libraries. Libraries are cultural resources that will continue to be relevant and should be given prominent placement ... Plan for a grand, centerpiece type of a library. Like the new San Francisco Civic Center Library."						12	16.9%	
Performing Arts Center/Auditorium/Music Venue						13	18.3%	
Community Center with public meeting spaces						8	11.3%	
Public Art						4	5.6%	
Plaza to be used for summer concerts, outdoor art shows, festivals, farmers' markets						3	4.2%	
Schools						3	4.2%	
Small churches						3	4.2%	
Outdoor skating rink						2	2.8%	
Sports playing fields						2	2.8%	
Skate park						1	1.4%	
Small park like one at corner of Dolley Madison & Old Dominion in McLean						1	1.4%	
Open space						2	2.8%	
Fountains with outdoor seating						1	1.4%	
Subtotal, Parks & Recreation						9		12.7%

Question 9. (cont'd)									
"Evolutionary biologists tell us we evolved the need to gaze out across a vast savannah.									
Tall buildings overwhelm and create canyons. Without adequate open space, trees and									
recreational areas, performing and visual arts, there will not be a sense of place, or of									
belonging or of community."									
Branch of college or university									
								2	2.8%
Convention Center									
								1	1.4%
Town Center									
								1	1.4%
Community nonprofits									
								1	1.4%
Connections to existing cultural uses at Wolf Trap, McLean, Vienna & Falls Church									
								1	1.4%
Restaurants, including small mom-and-pops									
								2	2.8%
Grocery store									
								1	1.4%
Movie theaters									
								1	1.4%
Vehicle free shopping zone									
								1	1.4%
Walkable streets									
								1	1.4%
Dedicated space at malls for cultural uses									
								1	1.4%
Housing & services for senior citizens so people can age in place									
								1	1.4%
Affordable housing									
								1	1.4%
ITS OWN ZIP CODE!									
								1	1.4%
Subtotal, Other								16	22.5%
TOTAL								71	