



## Appendix A

### Community Dialogue Results



## Community Dialogue 1 Results

### 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

#### CHARACTER

Tysons needs an enhanced sense of place

- Cosmopolitan/cultural environment around Tysons

Enhance sense of community

- Zoning against 24/7 entertainment centers

#### CONNECTIVITY

Enhance ability to get around Tysons

- People-mover system circulation within Tysons (light rail, biking, walking)
- Improve transport of people within area – shuttles down 123 and 7
- Reasonably priced ticket to get around Tysons (Metrobus)
- Shuttle busses

#### DENSITY

No increased density/growth in Tysons

- Don't want high density – keep it family & medium size

Preserve and protect present character of surrounding residential neighborhoods

- Preserve a personal scale
- Preserve the neighborhoods

Create and protect transition zones between higher and lower density

- Limit density on periphery

#### ECONOMICS/BUSINESS CLIMATE

Maintain/enhance existing property values

- Concern about real property values

#### ENVIRONMENT

Create more parks and greenspace

- Preserve and create green areas
- Preserve or add green spaces, sidewalks
- Green spaces, parks or playgrounds
- Trees! More of them, and more open spaces, green areas, for walking & living (look at all the trees around Tysons)
- Additional green spaces, parks, public spaces
- Where will the dog park be located?

### **METRO**

Protect residents from light and noise pollution

- Noise from Metro trains on the curve
- No additional noise
- Sound barriers
- Minimum noise and visual impact from Metro line is important
- Controlling noise and contaminants
- Minimize noise – must have an effective barrier
- Peace and quiet
- 40ft high Metro tracks – visual and light pollution

Minimize traffic impacts and other inconveniences during Metro construction

- Minimize disruption of daily life (traffic, esp.) during construction
- Construction impact on our little residential neighborhood – Trucks! Dirt! Noise!
- Restrict trucks

Metro should be underground (to prevent noise and “eyesore”)

- Think for long term – bury tracks
- Put Metro below ground!
- Bury tracks
- Strong desire to have rail underground

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Community centers to include grocery stores (remember Circuit City/Giant)
- Allow for neighborhood businesses with easy access

### **PARKING**

Keep Metro users from parking in residential neighborhoods and commercial/retail lots

- Strict restrictions on commuters parking on residential streets
- Impact on our home parking – Metro riders take up our spaces
- No impact on neighborhood parking
- Parking control
- Concern re: lack of parking and impact on our neighborhood

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Pedestrian friendly
- Sidewalks
- Pedestrian bridges
- More pedestrian friendly environment
- How can you transform Tysons into pedestrian friendly?? Like putting the genie back in the bottle.
- Raised sidewalk across 123 and other major roads (possibly even Beltway).
- Pedestrian friendly from McLean through Tysons (bike paths, sidewalks).
- Ability to walk not just to Metro, but also across 123 and to business parks so you can live here and walk to work and to do errand. (Lots of pedestrian overpasses)
- Pedestrian access to all of Tysons.
- Can you really make Tysons pedestrian friendly?? I think it's BS!!

- Provide pedestrian access across major roads
- Sidewalks to get to Metro stop and Tysons
- Making pedestrian access safe and pleasant
- Handicapped and aging population

Provide bike trails or lanes

- Bike paths for bike commuters in and around Tysons
- Provide bike and walking trails

### **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- Developers' commitment to affordable housing important

Increase amount of housing in Tysons

- More residential/mixed-use

### **TRAFFIC**

Decrease traffic in general

- No additional traffic (no increase)
- Time – it takes too damn long to get anywhere around Tysons
  - Impact on our daily lives – going to the grocery store without fighting traffic
  - Traffic! Traffic! Traffic! Is there really a solution??
  - Concern re: traffic management
- Better management of traffic on Great Falls St.
- Decongestion

Improve the flow of traffic within and through Tysons

- Speeding the “thru traffic” (tunnels)
- One-way streets?
- Mobility
- Avid use of HHA entrances as public turnaround (vehicles, buses, large trucks)

### **SAFETY**

Enhance personal safety with arrival of Metro

- Low crime area
- Concern about crime rate increase
- Preserving low crime rates
- Impact on security, lighting, safety
- Safety

### **OTHER:**

- Concern about compromises that may shortchange residents
- Long-term planning as a value
- No impact on property taxes
- Maintaining balance between business and residential (big money vs. little money)

### Questions:

- Publication on web that states what the community thinks so it can be compared to the Task Force's decisions?
- What is the "vision" of the comp plan? Why does it need to be different?
- What is the County's vision?
- When can we talk about the details?
- Homeowners have specific questions about how Metro will affect them. For example, how high will the wall be?
- Will The Commons be torn down?
- Will there be parking?
- Kiss & Ride?
- Pedestrian walkways?
- Ramifications of Kiss & Riders? Parking?
- Height of elevated track?
- Is the DMP considering putting it all underground?

## Community Dialogue 2 Results

### 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

#### CHARACTER

Tysons needs an enhanced sense of place

- Where is quality of life in a concrete jungle? Ice skating rink won't cut it!
- Feeling of suburbia, atmosphere, driveway, no traffic

Enhance aesthetics of Tysons

- Home with a view

#### CONNECTIVITY

Enhance ability to travel to and from Tysons from surrounding areas

- Quick beltway and 66 access, airport access, shopping access

Enhance ability to get around Tysons

- Shuttle service imperative to/from Metro and malls
- Connectivity
- Connectivity (shuttles, busses) sidewalks
- Connectivity – shuttle to Tysons Rail
- Improve transportation
- Resident friendly (shuttle busses in neighborhood to mall and trains, walkways, grocery, shopping in convenient locations)

#### DENSITY

Limit building heights

- Visual effects of high rise buildings, lights, airline regs for lights and height of buildings
- Height of buildings around residential area east of Tysons Corner Cent
- Protect view shed of existing high residential buildings toward outer edges of Tysons (no increase height along boundaries)

No increased density/growth in Tysons

- Tysons explosion impractical. No room! Already no parking!
- Low density in our area
- Do not make Tysons Corner Times Square!

Preserve and protect present character of surrounding residential neighborhoods

- Preserve area as it is
- Protection of existing residential neighborhoods

Concentrate density around Metro stations

- No density increase outside of 1600-1800 feet

## **Tysons Corner: Initial Community Outreach Findings**

---

Create and protect transition zones between higher and lower density

- Save the transition area around Tysons Corner

### **ECONOMICS/BUSINESS CLIMATE**

Maintain/enhance existing property values

- Property values when post office is located in Tysons and community will lose McLean address

### **ENVIRONMENT**

Create more parks and greenspace

- Trees separating road lanes to soften concrete
- Maintain green space/recreational spaces maintained
- Green space
- Vegetation and trees
- Don't take away trees!

Enhance stormwater management/protect water quality

- Protection of green space, Scott's Run culverts vs. stream

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Support schools, fire, police, post office
- Need for public facilities infrastructure in Tysons (fire, police, health)

Infrastructure/public facility improvements should be funded by developers

- How are perks & recreation provided? Need proffers for Dranesville/Providence parks

### **METRO**

Protect residents from light and noise pollution

- Noise
- Reduces light intrusion (pollution)

Minimize traffic impacts and other inconveniences during Metro construction

- Concerned about transition period

Metro should be underground (to prevent noise and "eyesore")

- Rail underground, parking on top ground. Visual impact, eliminates noise

### **PARKING**

Provide parking for Metro

- Tysons east parking essential, several levels
- Possible underground parking at Metro stations

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Pedestrian access to Metro across 123 and 495 (foot traffic)
- Pedestrian access to Tysons I across 495
- Pedestrian bridge, tunnel to Tysons, Pedestrian friendly

- Sidewalks, safety for walking
- Need sidewalks
- Pedestrian access across 495 to Tysons Corner from Regency, Encore, Colonies, and Dolly Madison
- Sidewalks to everywhere
- Make sure 1000-1600 Ft radius pedestrian shed is maintained
- Pedestrian needs: sidewalks, shuttles, bike paths
- Vision for high quality pedestrian experience in central biz district (trees, fountains, ponds, benches)
- 8-Foot trails (sidewalks)

### **SAFETY**

Enhance personal safety with arrival of Metro

- Safety – concern that Metro may compromise
- Crime increase

### **TRAFFIC**

Decrease traffic in general

- We need a traffic solution!
- Fix traffic problems (congestion, etc.) before any density increases are granted
- Fix failing intersections first!
- Metro will not solve present congestion problem at Tysons, let alone additional density
- Improve traffic, Route 123 and International Drive elevated interchange
- No more traffic
- 495 – distance between us and 495

Improve the flow of traffic within and through Tysons

- Traffic around Tysons going into Vienna

### **OTHER:**

- Build & complete Metro first, then see what the traffic impact is before building anymore buildings in Tysons
- Metro to Dulles is good
- Furious – address change from McLean to Tysons
- Keep McLean address
- Protect agreements previously negotiated with developers
- Save the Commons
- Commons apartments: quality construction, Charles Goodman Design [noted architect], affordable housing, good buffer area to McLean
- What is impact on real estate taxes with new changes? Keep real estate separate for residential and commercial

### **Questions**

- Will there be bus service to stations?
- What happens during construction? (How much longer will it take to get from here to Tysons Corner?)
- Can 123 be widened before construction starts?
- Is the County's policy that density must be increased? (More car ownership will result in more traffic.)
- How is rail justified?
- Have height restrictions been changed?

## **Community Dialogue 3 Results**

### **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

### **CHARACTER**

Tysons needs an enhanced sense of place

- Sense of place (like Vienna, Falls Church, Old Town) (knowing your neighbors)
- Needs a feeling of cohesion (like a town center)\*
- Central commons (gathering place, amphitheatre, playground, etc.)

Enhance sense of community

- Sense of community

### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- Need connections from outside of Tysons Corner Center for bikers, walkers
- Connectivity within larger area in and around Tysons, McLean
- Think regionally – so roads and trails connect across the region (not just within Tysons Corner Center)– important for “flow” to think regionally.

Enhance ability to get around Tysons

- Public transportation
- Good bus service to Metro
- Transportation: How to get to Metro stations in Tysons? Improved bus service, access roads/service roads
- Concern re: lack of internal transit
- Intra area transportation, affordable shuttles
- Public transportation/connectivity to metro stations and within Tysons
- Metro makes sense – if a way to get there without a car

### **ENVIRONMENT**

Create more parks and greenspace

- Preserving and creating green space
- Open space that we can really use!
- Environmental: more green space, less concrete
- More green space or parks
- Preserve green space (as distinguished from “open space”)
- Adequate park and recreational facilities for all residents and workers with true public access
- Tree preservation
- Public parks

Enhance stormwater management/protect water quality

- Environment: above ground noise from rail a concern, LID practices necessary (Scotts & Pimmit Runs already heavily damaged), trees to filter air, shade, cool the air, absorb noise and run-off, aesthetics, open space

### **DENSITY**

Preserve and protect present character of surrounding residential neighborhoods

- Protecting the character & mobility of surrounding communities, particularly the town of Vienna

Concentrate density around Metro stations

- Concentrate density around Metro, true mixed use around metro, 50/50 split
- Density should be limited to within 1/4 mile of Metro stations
- Density within 1/4 mile of metro platform (walking distance)
- Density closest to stations & connecting existing communities rather than separating

Create and protect transition zones between higher and lower density

- Concentrate density in Tysons Corner/no spillover to surrounding communities

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Concerns: Adequate fire and rescue services, equipment to service high rises
- Fire & rescue services are strained – will be more strained with density
- Fire & Rescue
- New/upgraded schools located in Tysons
- Before new increased density – increase capacity infrastructure
- High density housing? Increase in services, e.g. schools, childcare, medical safety
- Infrastructure first

Infrastructure/public facility improvements should be funded by developers

- Developers should help pay for infrastructure
- Concern re: funding of development

### **METRO**

Protect residents from light and noise pollution

- Minimize noise pollution
- No visual/noise pollution from elevated subway (Metro)

Minimize traffic impacts and other inconveniences during Metro construction

- Strict phasing
- Manage transition during construction
- Use of area during Metro construction a concern

Metro should be underground (to prevent noise and “eyesore”)

- Elevated trains are an eyesore and create noise pollution

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

## Tysons Corner: Initial Community Outreach Findings

---

- Convenient to access and services, e.g. food, medical, entertainment, childcare, cleaners, emergency (adequate services and easy access for fire and EMTs)
- Livability: Diversity of retail uses, mixed-use concept good; not functional in Tysons; residents cannot walk to services, no grocery store

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Better nightlife
- Cultural center – museum, library, theatre, community center

### **PARKING**

Provide parking for Metro

- Parking needed at the Metro stations so everyone can use them

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Pedestrian safety & connectivity across 495 and Route 7
- Remember Bailey's Crossroads was supposed to be "pedestrian friendly" – but all parks and walks were cut!!
- Safe for pedestrians & bicycles
- Pedestrian friendly (wider pedestrian bridges for Metro stations over Routes 123 and 7)
- Walkable/pedestrian friendly\*

Provide bike trails or lanes

- Safe, non-motorized transportation options (bike & pedestrian)
- Pedestrian/bike access: need to be able to walk and ride around Tysons without getting run over
- Make Tysons a safe place for people to walk and bike
- Safe cycling access
- Healthy, active transportation (biking, walking)
- Transportation: Need for not-motorized facilities (bike lanes and racks, overpasses on Routes 7 and 123, fill in sidewalk gaps), concern for safety, enforcement of rules of road needed (can't walk across main roads)
- Safety

### **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- Affordable housing (4)
- Protect current affordable housing and existing neighborhoods

### **SAFETY**

Enhance personal safety with arrival of Metro

- Safety from crime

### **TASK FORCE PROCESS**

More Tysons-area residents on Task Force

- Concern: Town of Vienna has been refused a seat at the table despite manifest interest in outcome
- PDC must be represented on the Task Force (also Vienna Council member)

### TRAFFIC

Decrease traffic in general

- Traffic reduction
- Don't increase auto traffic as a result of transit-oriented development
- No increase in private vehicular traffic

Improve the flow of traffic within and through Tysons

- Better traffic flow around Malls, especially from interstate.
- Traffic flow, more grid patterns, sidestreets
- Improve traffic flow through Tysons (i.e. through traffic from Route 7)
- Better traffic flow for vehicles through area

Provide a "grid" street pattern

- Gridded street pattern

Decrease reliance on autos

- Car-free zone

### OTHER

- Value my time!
- Task Force should be asking if Metrorail assumptions are realistic
- Concern: Assumption of immense future growth should be questioned.
- Growth should be managed.
- Route 7 wouldn't be so full if the people who live in Reston, worked in Reston! Instead people live where they want and drive to work!
- Quid pro quo: preservation of suburban areas elsewhere (transferable development rights)\*
- Lower elevation of Metro tracks would look better
- Concern about strain on Metro system
- Concern re: Metro capacity
- Protection of environment and wildlife
- Concern: make-up of Task Force dictated by County to minimize meaningful citizen input
- Concern: process manipulated to minimize citizen opposition
- Concern: enormity of task: truncated schedule and limited focus are insufficient
- Improved air quality
- Provide active and passive recreation – indoor and outdoor

### Questions:

- How can Metrorail handle increased ridership?
- Who made the decision to constitute the Task Force as it is (too many stakeholders, not enough citizens)
- Is info related to location decisions of Metro station, locations available to public and was it available to TF?
- Is this a place where we can discuss TF composition? Will anything actually change as a result of this process?
- Is all weighted the same individuals vs. HOA reps?
- Will DMP start managing the Access Rd. and area?
- How will construction period be managed?
- How will citizen input be considered along with developers input? (concern re: weighted importance)

## **Community Dialogue 4 Results**

### **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

### **CHARACTER**

Enhance aesthetics of Tysons

- Keep the area clean – population will bring trash, smog
- Visual impact of tall buildings as a negative

Tysons needs an enhanced sense of place

- We do not want to be another Ballston

Enhance sense of community

- Sustain the sense of property, community and neighborhood in Vienna
- Tax (home) protection for existing neighbors (partially fixed income/elderly)
- Value the surrounding area residents

### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- Connect W&OD Trail to Tysons
- Access to and from beltway

Enhance ability to get around Tysons

- Concern: how will Metro-users move around Tysons to work, to shop, to eat?
- System to move Metro riders to destinations
- Minibus transportation through residential areas to transit stations
- Natural gas minibuses on Old Courthouse, Lawyers, Beulah, etc.
- Public transportation between Metro stops and associated businesses/shops in Tysons, along with pedestrian connections
- Access to metro for people not living/working in the zone – bus, shuttle

Make Metro easily accessible to Tysons and nearby residents

- It is apparent that this project has been planned for the benefit of those who commute to Tysons Corner and for those who want to develop high revenue properties
- Use of stations by nearby residents to get to Dulles or downtown
- Give access to the Tysons Metro Stations for locals in the area

### **DENSITY**

Limit building heights

- Height around stations should be limited, no Ballston

Preserve and protect present character of surrounding residential neighborhoods

- Minimize pedestrian and vehicular traffic through our neighborhoods and across the E.Q.C. to maintain quality of life
- Protect existing, nearby residential neighborhoods and streets from cut-through and overflow traffic
- Character of residential areas to remain as is
- Preserve character of the Town of Vienna, including residential areas

Create and protect transition zones between higher and lower density

- Lower density close to the urban boundary
- Insulate surrounding neighborhoods
- If more intense development is to be undertaken at the metro stations, it should be done on the north side of Route 7, so as to lessen the impact on residential neighborhoods to the south

### **ECONOMICS/BUSINESS CLIMATE**

Maintain/enhance existing property values

- Concern: loss of property values
- Value: preserving and increasing property values, how are we having Metro improve property values for the residential edges if the Metro stations are not commuter oriented?
- Preserve property values

### **ENVIRONMENT**

Create more parks and greenspace

- Add parkland, sports fields, leisure areas, and protect existing ones
- Protect sense of openness
- Existing and future green space is necessary to quality of life
- Preserve open spaces and increase parkland buffers
- Preserve green space
- Preserve open space (environmental quality corridor), parkland and open space between buildings
- Preserve parkland, trees, environment
- Preservation of existing greenspace and recreational area and wildlife
- No wall – keep the green space for separation of business and residential
- Keep existing green space
- Protect community from loss of green space and create physical isolation from commercial areas

Enhance stormwater management/protect water quality

- Maintain Chesapeake Bay preservation – resource protection area preservation
- Maintain stormwater runoff at forested levels
- Reduce runoff from increased development
- Effective storm water management
- Consider impact/plan for environmental impact on Spring Branch, Old Courthouse Creek, Moonac Creek, Foxstone, that feed Difficult Run and larger Potomac Valley Watersheds
- Preserve existing EQC (Spring Branch/Old Connections)
- Value: environmental quality

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Secondary impacts – larger sewer lines – larger treatment plants – Blue Plains expansion?
- Ensure adequate infrastructure is in place in advance of development (and the means to pay for it!)

## Tysons Corner: Initial Community Outreach Findings

---

- School overcrowding and planning for expansion prior to population growth
- Services should be able to support growth – schools – fire – police – roads
- Realistic evaluation of population increase in the Tysons region and the impact on schools
- Infrastructure: schools, church, groceries, gas, Home Depot, day care, medical
- Adequate infrastructure: power & utilities, schools, consumer services, roads

Infrastructure/public facility improvements should be funded by developers

- Residents should not directly or indirectly pay for new infrastructure
- Value: taxes on existing communities don't have to pay for infrastructure development
- Current residents should not bear cost of new police, fire, water/sewer, schools, etc.
- No new taxes!
- Change should provide necessary new infrastructure at developers expense: schools, library, roads
- Large businesses, including developers to pay fair share of freight

### **METRO**

Protect residents from light and noise pollution

- Avoid air, water and light pollution
- Quiet and peaceful (suburban) neighborhood setting
- Noise minimization/quality of life
- Noise reduction
- No more light pollution
- Concern: increased light and noise pollution

Minimize traffic impacts and other inconveniences during Metro construction

- Minimize impact of construction

Metro should be underground (to prevent noise and "eyesore")

- Noise and "eyesore" of above-ground rail tracks
- Aesthetics of above-ground stations – use good design

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Value – amenities, how about a full service grocery/pharmacy in Tysons with a parking lot/garage? Is there one already planned for the West Park area?
- Commercial/development mix needs to include grocery, drugstore, and other practical stores utilized by residents
- Increase street-level retail, small shops
- Encourage a variety of businesses

### **PARKING**

Provide parking for Metro

- Parking is needed so that all county residents can use the stations- everything in Tysons should be accessible to the majority of county residents who drive cars and pay taxes.
- Parking at at least one of the stations

Keep Metro users from parking in residential neighborhoods and commercial/retail lots

- Control/restrict parking in residential neighborhoods
- Protect nearby neighborhoods from Metro-related parking

## **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Residents and workers of Tysons safe walk to Metro stations
- Ability to talk around Tysons which is currently traffic congested and non-pedestrian friendly
- Pedestrian needs – more sidewalks, local commuter buses, to get into and around Tysons
- Have pedestrian walkways
- Pedestrian safety
- Provide for pedestrian safety
- Walkways!
- Pedestrian safety - need to be able to walk safely, keep kids and pets safe
- Create better pedestrian and bicycle access for existing community through Tysons Corner

Provide bike trails or lanes

- Trails for bikes and pedestrians
- Trails from local neighborhoods to metro stations
- Safe and easy access and trails for pedestrians (leave 7 & 123)

## **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- Need to make metro affordable: there will be intra-Tysons needs. (esp. for low/affordable housing)

Create appropriate housing for Tysons workers

- Housing ranges all for young adults and new workers

## **SAFETY**

Enhance personal safety with arrival of Metro

- Public safety – property and personal crime risks
- Protect existing neighborhoods, keep them safe
- Protect community from increased crime
- Security for residential areas with influx of transients
- Keep Vienna safe! – Metro brings crime

## **TASK FORCE PROCESS**

More Tysons-area residents on Task Force

- Schools representation on task force

## **TRAFFIC**

Decrease traffic in general

- No additional traffic in our communities
- Value my time – travel from point A to point B will increase due to increase in traffic
- Traffic control on Old Courthouse between Beulah & 123

Improve the flow of traffic within and through Tysons

- Consider westbound traffic flow from existing communities in traffic plan
- Avoid increase in traffic on Route 123 in Vienna
- Improved existing traffic flow

## Tysons Corner: Initial Community Outreach Findings

---

Decrease reliance on autos

- Make Tysons Center a “no traffic zone” supported by public transportation (buses, monorail)

### OTHER

- Master planning to establish connections, density types, sidewalks, trails, aesthetics, public and private uses and schools, public facilities, parks
- No more growth, County has already proven they can't handle it
- Planning must begin with the reality of the existing Tysons
- Contain commercial development
- Center density at Tysons mall
- Consider using Arlington GLUP as a model
- Emergency preparedness
- Safe power infrastructure
- Concern about eminent domain
- Eminent domain: is it a threat?
- Protect quality of schools by not overcrowding
- Factor in impact of existing approved but not built projects such as Lerner & Westgroup before new projects in plan
- Town of Vienna owns their streets. How is Vienna going to protect their streets, including major artery and minor artery streets? How much money will be given to Vienna to do more traffic calming?
- Institute and enforce minimum “green building” requirements
- Reduce air pollution
- Current Metrorail is at full capacity (avoid rail gridlock)
- Elimination of car lot sales companies in this area
- Value: certainty of limits adopted. How do we know that what is agreed to here will be the limit?
- Continued communication all along the way
- Value: process. Meaningful public input at more stages of process – every step of the way!
- Suburb is not a dirty word!
- Changes should provide significant, tangible benefits to the existing Vienna community
- Preserve existing recreational opportunities and facilities

### Questions:

- How do we know that what is agreed to here will be the limit?
- Why design four stations in Tysons corner as “urban” stations, i.e. no parking facilities?
- Are these Metro stations a given?
- What specific proposals have been made already?
- Are the stations designed to benefit commuters to Tysons, not current residents?
- Are transportation models being developed?
- Is there a list of potential benefits to Tysons residents?
- Will eminent domain be used?
- What is the potential impact on property values?
- What are the population increase projections?
- Are there plans for new schools or on accommodation of new students?
- Why doesn't the Task Force have representatives from schools?
- How are the Lerner property plans rolled into this process? Is it a done deal?

## Community Dialogue 5 Results

### 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

### CONNECTIVITY

Enhance ability to get around Tysons

- Circulator trolleys like universities use to transport students around sprawling campus
- Not big diesel buses – something small, frequent, cheap
- A circulator bus or trolley linking all the metro stops and major destinations (office buildings, malls, etc)
- Bus system must not go through Rotonda
- Transportation ease for elderly people (frequent buses)
- Shuttle bus

### ECONOMICS/BUSINESS CLIMATE

Maintain/enhance existing property values

- Property value

### ENVIRONMENT

Create more parks and greenspace

- Parks
- Better access to natural areas
- Preserve trees and woods
- Open space
- Open spaces (natural areas with animals)

### INFRASTRUCTURE AND PUBLIC FACILITIES

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Investment in infrastructure

### METRO

Protect residents from light and noise pollution

- No noise pollution

Metro should be underground (to prevent noise and “eyesore”)

- Prefer underground

### MIXED USE

Create more community-serving retail such as grocery & dry cleaners

- Closer services for residents: supermarket, dry cleaner, small hardware store, neighborhood restaurants

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Design building for motivation to walk
- Pedestrian friendly: better sidewalk network, protected street crossings and crossovers, a way to get over or under 495 without a car, bike lanes
- Pedestrian/road safety
- Way to cross 495 without a car
- Protected street crossings
- Sidewalks
- Pedestrian-friendly
- Adequately plan for pedestrian bridges, not like Roslyn
- Pedestrian bridges
- Safety of pedestrians (sidewalks)
- Pedestrian safety
- Pedestrian safety

### **SAFETY**

Enhance personal safety with arrival of Metro

- Safety
- Crime concern related to subway or elevated Metro
- Safety from traffic impacting front and back gates
- Security, safety issues
- Crime
- Population vs. crime vs. homeless people (some years later)

### **TRAFFIC**

Decrease traffic in general

- Less traffic congestion
- Traffic congestion
- Traffic

Improve the flow of traffic within and through Tysons

- Instead of left turns, make four right turns, like in Boston to increase movement
- Ease of mobility
- Be careful of using one way streets
- Minimize cul-de-sacs
- Re-synchronize lights
- Rotonda is a safe haven, but Tysons is an island in which you are trapped

Provide a "grid" street pattern

- Open up a street grid
- Have a grid system

### **OTHER**

- Resident-friendly
- County encroachment (legal) on Rotonda property
- Consequences of population?
- Air quality and noise pollution – exhaust, sirens, etc.

- Healthy environment
- Pollution
- Air quality
- County should listen to what we have to say
- Privacy

### **Questions:**

- What is the timeframe for this entire process?
- How would the current plan for Metro be changed if Metro goes underground?
- Does the comprehensive plan direct the County and developers?

## **Community Dialogue 7 Results**

### **Retail Businesses**

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

### **CHARACTER**

Enhance aesthetics of Tysons

- Better streetscape
- Aesthetic variety
- Don't want to be a concrete block
- Quality of environment

Enhance sense of community

- Youth
- Multigenerational crowd
- Community
- Community outreach

### **DENSITY**

Limit building heights

- Like some tall buildings, but not all tall buildings

Concentrate density around Metro stations

- Quality increased density near Metro

### **ECONOMICS/BUSINESS CLIMATE**

Maintain/enhance existing property values

- How does the new Tysons affect real estate?

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Good infrastructure planning

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Grocery store
- Need grocery to service new Tysons urban center
- More grocery stores

Increase street-level retail, small shops

- Retail focal point away from mall

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Recreation
- Better social opportunities (nightlife)
- Cultural opportunities
- Cultural identity center

## **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Pedestrian/vehicular safety
- Pedestrian friendly
- Pedestrian bridges (connectivity)

## **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- More affordable housing within Tysons urban center
- Affordable housing

Increase amount of housing in Tysons

- Mixed use, more residential

## **SAFETY**

Enhance personal safety with arrival of Metro

- Safety

## **TRAFFIC**

Decrease traffic in general

- Better traffic management
- Time

Decrease reliance on autos

- Public transportation

## **OTHER**

- Thoughtful growth
- Positive perception of Tysons
- Affordable hotels
- Multiple uses of the land
- Mixed use of multi-land use
- Live/work opportunities

## **Questions**

- How do the planned changes affect traffic?

## **Community Dialogue 8 Results**

### **McLean Residents**

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

### **CHARACTER**

Tysons needs an enhanced sense of place

- Add residential identity/sense of place

Enhance aesthetics of Tysons

- Aesthetic
- No ugly parking towers

### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- We need metro to connect all the recent developments such as Loudoun, Manassas, etc. together and to Washington DC, Arlington, Tysons
- Cross-County (cross-state), Fairfax to Montgomery, like Green line
- More bus connections to the metro stations and other areas, more buses

Enhance ability to get around Tysons

- Can we at least consider local commuter buses? BRT?
- Supplement buses with a system of buses connecting to all neighboring areas
- Feeder buses reduce car trips
- Better bus services
- Shuttle buses to Metro stops, Tysons shopping and downtown McLean
- Provide more buses and trains
- Public transit access to all schools and commercial facilities

### **DENSITY**

No increased density/growth in Tysons

- As little growth as possible
- Consider reductions in density – remember, Metro densities are already included in the present Comprehensive Plan
- Current comprehensive plan is fine
- Feather down – no outside “hubs”
- Decrease density
- Maintain core/non-core/transition areas
- Limit all FARs to 1.8
- No increase in density until traffic problems solved
- Commercial/residential development/growth has increased our taxes, additional development will not help us
- No growth

Preserve and protect present character of surrounding residential neighborhoods

- Neighborhood impact
- Protect existing neighborhoods (traffic calming, speed bumps, 15 mph)
- Protect surrounding neighborhoods

Concentrate density around Metro stations

- Greater density: 5+ within a 5 minute walk of Metro stations, no density increase any other place

### **ENVIRONMENT**

Create more parks and greenspace

- Parks and public open space
- "Pocket parks" are not green space
- Many green spaces, more than in current plan
- Promote environment conservation: green areas and trees around Metro rail system
- More green space
- Protect the trees!

Enhance stormwater management/protect water quality

- Scott's Run must be protected and restored

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Infrastructure must come before density increases
- Issue: money needed for police, fire
- Transportation and infrastructure before growth
- No growth until the infrastructure is built
- Issue: solve current problems first!
- Issue: schools – where do all the kids go?
- The SPUI's to separate the grade of International Drive and Route 123 must be built prior to Tysons Corner Center Phase II construction

Infrastructure/public facility improvements should be funded by developers

- Proffers for open space – fields (playing) – a good quality of life
- Developers who want to add density must pay all costs for infrastructure
- Issue: businesses pay a higher tax burden in urban center – no tax breaks
- Increase developer proffers for schools - \$7500 insufficient

### **METRO**

Metro should be underground (to prevent noise and "eyesore")

- Tunnel Metro, no elevated tracks
- Metro underground, rather than above ground
- Metro should be below grade/low profile for aesthetics and safety
- Metro rail underground

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Add services to each density node – including a post office, community center, grocery store, education, etc., don't forget parks.

## Tysons Corner: Initial Community Outreach Findings

---

- Issues: the need for post office, grocery stores, dry cleaners – everyday needs
- A Tysons that easily and conveniently satisfies the areas need for shopping, recreation, leisure, dining, entertainment and living
- Mixed use – with supermarkets

Increase street-level retail, small shops

- Streets with stores and parking behind the stores
- Multiple additional stores, post offices near high density areas

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Cultural and recreational facilities

### **PARKING**

Provide parking for Metro

- Parking facilities at Metro stations
- Need parking at metro stops
- I want a Metro station where I can leave my car that is closer than Falls church
- Metro parking – adequate parking accommodations – ground level – where is the area available

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Access from McLean to Tysons for pedestrians, bicycles and public transit
- Total bicycle access including on road bicycle access
- Total pedestrian access
- Protected pedestrian crossings of all streets
- Maintain 1000 – 1600 foot pedestrian shed
- Sidewalks and lights must be pedestrian friendly
- Upgrade all shopping areas in Tysons (add walking paths, underground parking, etc.)
- Benches – lots of them
- Bicycle safety, pedestrian safety, vehicle safety
- Solve pedestrian “crisis”

Provide bike trails or lanes

- More bike/pedestrian paths
- Bicycle facilities such as lockers in all facilities

Decrease reliance on autos

- Use development as opportunity to decrease individual car trips inside center boundaries
- Mobility without driving

### **RESIDENTIAL DEVELOPMENT**

Increase amount of housing in Tysons

- Add residential
- Multi-use high rises – but improve the traffic first

## SAFETY

Enhance personal safety with arrival of Metro

- Safety, public safety
- Increase invisible police presence in high density areas

## TASK FORCE PROCESS

More Tysons-area residents on Task Force

- More MCA on the Task Force
- Task Force Chamber 1, 2, 3 x. Where is MCA 1, 2, 3 x?
- Supervisors working for Tysons landowners should not be making decisions

## TRAFFIC

Decrease traffic in general

- Fix traffic problems before any added density is permitted
- Fix failing intersections – density can make them worse
- Copy European urban areas for traffic solutions
- Reduce traffic congestion
- I want 60% less traffic in this area
- Fix traffic
- Reduce gridlock
- Ability to easily travel through Tysons, at any time of day, in less than 1 hour
- Multi-use high rises – but improve the traffic first
- No reconciling of transportation with rest of development planned
- Rework traffic light timings
- Ingress/egress from Tysons Corner Center needs to be redesigned to improve traffic flow
- A Tysons that reduces congestion

Improve the flow of traffic within and through Tysons

- Need bus rapid transit and hot lanes, because Metro will not serve Tysons
- Tysons traffic is a mess. Must be able to get in, get out, or go through quickly
- Easier circulation in Tysons/McLean without increasing traffic

## OTHER

- Towns and community centers aren't planned, they grow themselves
- Why are we going with outdated technology? Metro is no longer relevant.
- Renditions of Tysons 1 show a solid glass (mirror) building that will play havoc on turns into the mall when the sun is strong, don't build it!
- Four trips vs. 2 for Kiss n' Ride
- Treat Metro as a transportation means, not as a development option
- How long must we listen to the only option – a Metro line to Dulles?
- Metro must go to other locations around the beltway
- What do I do about moving to Florida when I've paid all this tax money to build the Metro?
- When can we expect a user-friendly transportation system?
- Educate the community on the value of public transportation
- Covered bus shelters
- Defund the Economic Development Agency
- Get rid of Economic Development Council
- Do we need an office of Economic Development? \$6,000,000/year?!!

## Tysons Corner: Initial Community Outreach Findings

---

- Save the commons (2)
- Look again at BRT
- Do you really think senior citizens will use Metro stations to get to the post office?
- For increased growth
- Mode Separation
- Smaller class size (2)
- Protect the schools
- Classroom sizes in grade school less than 25-30 kids
- A reasonably priced and top flight education system
- A Tysons that works
- Green roofs
- Need to be mixed use
- Continued and increased community involvement
- Start listening to the citizens
- No approval of any proposed APR unless present traffic movement is improved
- Perform the cost-benefit study requested by the MCA
- All rezoning approvals contingent upon a 'D'/'E' rating for the major intersection

### Questions

- Why are you buying technologies from Spain? What is it with the American economy?
- Why isn't there a Metro stop in the mall?
- Please define the term "affordable" [as it applies to housing] in McLean
- Metro elevated – how would the changes over time be controlled, re: Chicago/New York elevated trains and how business, commercial and living facilities have deteriorated?
- What is the emergency evacuation plan for Tysons now, during construction on Metro, and after construction?
- How many people are now traveling from other areas i.e. Rockville, Springfield, Gaithersburg, etc to work in Tysons? Will they use the Metro?
- Will there be a tunnel? Or above ground?
- Why are we rushing into this when we haven't answered the above question?
- Appalled at lack of factual data – intention to provide factual vacuum
- How do we fix the traffic problem before we approve growth in Tysons? That's what we want to talk about.
- This project has gone too far without this kind of input. How was the parameter of distance (2,000 feet) between stations set?
- How far apart are Arlington stations compared to Tysons?
- Can the task force also vote down growth vs. increase?
- Has the wind factor been considered on elevated rail?
- Has task force looked at commute of local/adjacent neighbors to the rail stations? For example the Fairfax County Connector?
- Many people on task force that don't live in Tysons who will help make decisions – why do we have people who aren't in the area on the task force?

## Community Dialogue 9 Results

### All Business Stakeholders

January 31, 2006 3:00pm – 4:30pm

1 Participant

1 Task Force member

#### CHARACTER

Tysons needs an enhanced sense of place

- Place you want to work
- Great career opportunities
- Great business center

Enhance sense of community

- Attract quality people
- Tysons has to become more friendly and meet needs

#### DENSITY

Make Tysons a more functional urban center

- What kind of city do we want? Urban center.
- Critical mass of businesses through multiple approaches – clustering, density, mixed use (for example NYC)
- What else should County put here to attract businesses?

#### OTHER

- Is the task force willing to look out far enough 20-30 years? It starts here.

## **Community Dialogue 10 Results**

### **Large Business Owners and Managers**

January 31, 2006 7:00pm – 8:30pm

10 Participants signed in

4 Task Force members

#### **CHARACTER**

Enhance aesthetics of Tysons

- Common architectural themes/colors/features/guidelines (like Reston, Naples, FL)
- Sanitation hidden from view; clean

Tysons should be a destination place

- Model destination

Tysons needs an enhanced sense of place

- Uniqueness/character, welcoming

#### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- Easy access to and around and through

Enhance ability to get around Tysons

- Shuttle system designated throughout Tysons

#### **ECONOMICS/BUSINESS CLIMATE**

Provide for economic growth and stability

- Growth in density balances with support to business
- Tax affordable, affordability

Maintain/enhance existing property values

- Property value growth and maintenance

#### **ENVIRONMENT**

Create more parks and greenspace

- Parks, trees, green

#### **METRO**

Protect residents from light and noise pollution

- Noise abatement

#### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Neighborhood convenience stores (i.e. grocer)
- Convenience to shopping and work

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Entertainment, business, shopping, restaurants, mix

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Easy access across streets and building to building
- Protection from weather
- Pedestrian bridges at Metro stations

### **TRAFFIC**

Keep Tysons accessible by car

- Adequate parking for non-Metro riders

### **Other**

- Need more parking at Metro stations outside Tysons
- Concern: workers in Tysons using rail without car first (drive to work)
- Through station access at Metro locations
- Better roads
- Balance of commercial and residential (not Clarendon)

### **Questions**

- Where do the nominated plan changes come from?
- Why are the changes proposed?
- Are the nominations on the website?
- How does actual pedestrian access match up to the current plan?
- What is the likelihood of putting Metro underground?
- What is the special tax used for?
- Will developers be required to contribute to community amenities? Proffers?

## **Community Dialogue 11 Results**

### **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

#### **CHARACTER**

Enhance aesthetics of Tysons

- “Clean” urban development
- Attention needs to be paid to avoid “clutter” such as telephone poles, alleys, dumpsters

#### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- Improve other public transit from outside to rail and Tysons

Enhance ability to get around Tysons

- Consider other options for local connectivity within Tysons (light rail)
- Buses, access to Metro stations

#### **DENSITY**

Concentrate density around Metro stations

- Bring residential within walking distance of Metro
- Put development within walking distance of Metro
- Increased density at rail stations

#### **ENVIRONMENT**

Create more parks and greenspace

- Create parks and open space
- Outdoor spaces to sit, eat lunch, etc.
- Build up, not out, to create open space

Enhance stormwater management/protect water quality

- Consider environmental impacts of development on Scott’s Run and downstream residents

#### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Ensure adequate public facilities – police, fire
- Schools need to be planned to accommodate housing

#### **MIXED USE**

Increase street-level retail, small shops

- Shops, restaurants on streets at ground level

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Recreation facilities
- Attract museums, theatres and other cultural activities

## **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Improve pedestrian friendliness, make it practical to walk

Provide bike trails or lanes

- Bike access (lanes, trails)

## **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- True affordable housing

Increase amount of housing in Tysons

- Mixture of housing types and costs – affordable range
- Range of housing includes senior accommodations

## **TRAFFIC**

Decrease traffic in general

- Improve traffic management, reduce traffic volume

Improve the flow of traffic within and through Tysons

- Change streets to have local feeders
- Express route for traffic to pass through Tysons
- Improve major access to roadways and improve street grid

Keep Tysons accessible by car

- Continued adequate vehicle access

## **OTHER**

- Learn lessons from urban planning successes or failures
- Public education on how county functions – planning and zoning in particular
- Don't want growth or increased density here
- Pervasive sense of cynicism
- Skepticism that the County will listen to the public
- Make it a true mixed use development

## **Questions**

- Are the Metro station locations “set in stone”?

## **Community Dialogue 12 Results**

### **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

#### **CHARACTER**

Tysons should be a destination place

- Ensure that tourism uses are integrated in the plan (clear way funding, tourism amenities, cultural attractions)

Tysons needs an enhanced sense of place

- Neighborhood identities with sense of place at each station

Enhance aesthetics of Tysons

- Aesthetics is important – attractive place to live and work, including underground Metro
- Quality streetscapes
- Aesthetically pleasing streetscapes

Enhance sense of community

- Connected community
- 24/7
- 24 hour community

#### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- Continuous circulation system; integral; within and through

Enhance ability to get around Tysons

- Additional layer of transit (bus, shuttle, trolley)
- Connect to Metro stations by buses
- Train or trolley
- Connectivity to Metro

#### **DENSITY**

Make Tysons a more functional urban center

- Model of vertical scale lies between K street, Washington D.C., and midtown Manhattan; FAR's need to be on those scales
- More density to create the urban TOD, etc. and mix of uses
- More density
- Encourage redevelopment of existing sites through targeted density – greater height
- Change zoning to allow more density (high rise) in core of Tysons
- Greater density (i.e. Ballston)

Concentrate density around Metro stations

- Consider high density residential close to stations
- Focused density (urban grid system)

## **ECONOMICS/BUSINESS CLIMATE**

Provide for economic growth and stability

- Job creation is #1
- Maximize value and development potential
- Maintain economic engine
- Flexible comprehensive plan – to respond to market

Don't push existing businesses out

- Don't choke off existing businesses

Maintain/enhance existing property values

- Preserve economic value of land

## **ENVIRONMENT**

Create more parks and greenspace

- Green spaces

Create athletic fields

- Recreational spaces

## **INFRASTRUCTURE AND PUBLIC FACILITIES**

Infrastructure/public facility improvements should be funded through public-private partnerships

- Those things which are necessary to making a community (e.g. cultural centers, convention centers, etc.) must be funded in common and a mechanism to fund this infrastructure must be put in place now, not in 20 years
- Public-private sharing of costs
- Infrastructure funded by true beneficiaries of new Tysons

## **METRO**

Metro should be underground (to prevent noise and "eyesore")

- Underground Metro
- Aesthetics of raised rail (eyesore)

## **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Education/daycare
- Diversification of use
- Mix of uses
- Mix of uses together (not in clumps)
- Balance of housing and office

Increase street-level retail, small shops

- Street level retail
- Retail – no problem

## **Tysons Corner: Initial Community Outreach Findings**

---

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Hotels and convention center
- Cultural education
- Convention areas

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Many viable businesses in pedestrian friendly environment
- Accessible by foot – ease of crossing 7 & 123 in multiple locations
- Pedestrian friendly
- Pedestrian friendly (sidewalks, crossovers)
- Pedestrian-friendly street grid
- Safe pedestrian connectivity

### **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- Diversity of housing (high end, lower, workforce)
- Affordable housing

Create appropriate housing for Tysons workers

- Consideration for workforce housing issues

Increase amount of housing in Tysons

- Mixed use (housing catch-up)
- Diversity of housing (high end, lower, workforce)
- Expand residential zoning to all areas of Tysons (mixed use)
- Encourage residential (mixed use)

### **SAFETY**

Enhance personal safety with arrival of Metro

- Keep crime down
- Government accountability for public safety

### **TRAFFIC**

Decrease traffic in general

- Traffic alleviation
- Reduce congestion

Improve the flow of traffic within and through Tysons

- Continuous circulation system; integral; within and through
- By-pass traffic

Provide a “grid” street pattern

- Gridded streets

Decrease reliance on autos

- Get people out of their cars

Keep Tysons accessible by car

- Public parking
- Access to parking

### **OTHER**

- Allow easier transfer of uses
- Concern: values are same between groups, but how vision is achieved will differ between groups
- Different stakeholders need to interact at public involvement meetings
- Get groups together to talk - there are differences between groups
- Recognition and respect for business community's role in paying for Metro (tax district; no additional taxes)
- Grant density credit based on contributed civic uses
- Concern: design by committee, implementation by bureaucrats (not good)
- Zoning ordinance changes needed to implement the new plan
- Fair and streamlined zoning process, predictable and speedy
- Efficient entitlement process
- Clear, concise rules – make the process work smoothly once the plan is set; establish a Tysons process that moves projects quickly
- Well defined processes/regulations
- Energy/green
- Transportation
- Public transit beyond Metro
- Ensure that transportation plan is fully updated; coordinated with updated Tysons plan (road alignment)

### **Questions:**

- How will different dialogues be weighted?
- Why is Tysons getting special attention? What's the common denominator?
- When did the task force discuss economics?
- Are economics the lowest common denominator?
- What input does the Arts Council and other groups that seem unrelated have? How will input be weighted?

## **Community Dialogue 13 Results**

### **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

#### **CHARACTER**

Tyson's should be a destination place

- Tyson's as a gathering place – sense of place
- Placemaking strategy to draw folks in

Enhance aesthetics of Tyson's

- Cohesion in physical form
- Unifying theme, gateways, branding, landmarks

Tyson's needs an enhanced sense of place

- Sense of place
- Immersive experience for public, workers
- 18 hour city
- Distinct characteristics for each part of Tyson's
- Main streets in each node
- Be bold
- Sense of place
- Needs identity – “Tyson's City”

#### **DENSITY**

Concentrate density around Metro stations

- Sufficient density at rail stops

#### **ENVIRONMENT**

Create more parks and greenspace

- Enhance and build park within Tyson's District
- Incentives for developers to do green space

#### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Street/transportation infrastructure is critical

#### **METRO**

Metro should be underground (to prevent noise and “eyesore”)

- Rail better underground

#### **MIXED USE**

Increase street-level retail, small shops

- Street retail

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Cultural and civic center
- Outdoor concert park

### **RESIDENTIAL DEVELOPMENT**

Increase amount of housing in Tysons

- Residential [is] key
- Mix of housing

### **TRAFFIC**

Provide a “grid” street pattern

- Grid needed to support urban density but not on top of same roads

### **OTHER**

- Strength of Tysons – key geographic area
- Who is the community that will live in Tysons in 20+ years? What are their values?
- Diversity of uses and amenities

### **Questions**

- What are the backgrounds of the Task Force members? How were they chosen – geographically or by skills?
- When will results of these meetings and Task Force recommendations go to the Planning Commission? To the Board of Supervisors?
- Are the planning principles binding for the Planning Commission or Board of Supervisors?

## **Community Dialogue 14 Results**

### **Tysons Residents**

February 7, 2006 7:00pm – 8:30pm

13 Participants by head count

11 Participants signed in

1 Task Force member

### **CHARACTER**

Enhance aesthetics of Tysons

- Maintain Tysons beauty (clean streets)

### **CONNECTIVITY**

Enhance ability to get around Tysons

- Improve internal circulation patterns (sidewalks, roads, bike lanes, transit, etc.)
- Another layer of transit – shuttle bus, similar to No. 8 bus in Bethesda, MD

### **DENSITY**

No increased density/growth in Tysons

- No more growth – need to stop growth

Make Tysons a more functional urban center

- Create pockets/areas of high density
- We can't go "out," we have to go "up"

### **ENVIRONMENT**

Create more parks and greenspace

- Keep the trees
- Parks (dog parks)
- More parks
- Create Tysons Corner as future oasis – Central Park model (NYC)

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Video store
- Grocery store

Increase street-level retail, small shops

- Good for commercial activities – restaurants and shops

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Better street lighting
- Pedestrian safety

- Pedestrian crossings under and over major intersections
- Floating pedestrian bridges
- Sidewalks

Provide bike trails or lanes

- Implement bike path to alleviate traffic

### **RESIDENTIAL DEVELOPMENT**

Increase amount of housing in Tysons

- More residential
- Mixed use housing

### **SAFETY**

Enhance personal safety with arrival of Metro

- Better street lighting
- Residential safety
- Improve security
- Emergency medical services

### **TRAFFIC**

Improve the flow of traffic within and through Tysons

- Restrict vehicular entrance into the Tysons Corner urban center (pricing, T-O-DAY restriction, etc.)
- Widen Rt 7
- Improve traffic with smarter ideas

Decrease reliance on autos

- Encourage car-sharing
- Lots for FlexCar and ZipCar

Keep Tysons accessible by car

- Available parking

### **OTHER**

- Introduce gas tax to benefit public transport; raise toll on toll road
- Better land use than so many car lots
- Revise Planning and Zoning rules to match Tysons Corner urban center project – special exemption for overlay
- Mixed use in 15 years
- Inclusiveness: outreach, stratified (proximity) for community involvement
- Articulating values is difficult – use visuals/concepts to elicit values
- Perception as model planning process; Governor/legislative endorsement; positive media treatment
- Fairness: tax burden, community escrow fund
- Transparency of process – opportunity for public vote on options (not the Task Force)
- Input process may be disjointed because VDOT, Dulles Metrorail Project (DMP) aren't here listening
- Let community know relationships between the Task Force, VDOT and DMP
- Parking sharing/connectivity (so not so much land is used for parking and it's more convenient)

### Questions

- Is there anything that can be done to stop growth in Fairfax County?
- What is the relationship between Task Force members and developers?
- What happens with our input?
- Why is this input process happening now when Metro is already starting to build?
- Did the Task Force convene a dialogue group of developers for input?
- Has anything shocking been said at other groups? Why so many groups? Aren't you starting to hear all the same things by now?

## Community Dialogue 15 Results

### 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

### CHARACTER OF TYSONS

Enhance aesthetics of Tysons

- Tysons building architecture should flow – modern with style
- Architectural “feng shui”
- Tysons needs to be cohesive and attractive to the eye
- Blend 70’s architecture with new construction
- Current Tysons looks too antiseptic
- Beauty and aesthetics – architecture and art

Sense of community

- Family life – children
- Inclusiveness and sensitivity: age – young and old

### CONNECTIVITY

Enhance ability to get around Tysons

- In lieu of walking to work from stations use shuttles and cab lanes
- Minibuses, neighborhood feeders, shuttles

Make Metro easily accessible to Tysons and nearby residents

- Walkways to and from 4 new Tysons stations

### ECONOMICS/BUSINESS CLIMATE

Provide for economic growth and stability

- Invest now for the future
- Economic support for quality of life (business and public driven)
- Economic Diversity

### ENVIRONMENT

Create more parks and greenspace

- Parks and greenspace, landscaping, water, trees
- Parks

### INFRASTRUCTURE AND PUBLIC FACILITIES

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Plan for schools, fire, police, etc.

### METRO

Minimize traffic impacts and other inconveniences during Metro construction

## **Tysons Corner: Initial Community Outreach Findings**

---

- Communications during construction of Metro; advertising
- Public education on changes, make it funny
- Billboards and signs to educate travelers as well as area residents, make it humorous
- Use local radio to highlight construction process and talk about hot spots; chance to have advertisers as well

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Day care
- Diverse services needed
- Place to get groceries within Tysons
- Whole Foods or Harris Teeter
- Several grocery stores

Increase street-level retail, small shops

- More restaurants (not just at malls, should be accessible)

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Convention center
- Cultural and performing arts
- Support multicultural diversity through the arts and museums
- Offer entertainment in Tysons (jazz club, Dave & Busters)
- Entertainment

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding areas

- Walking, skyways and tunnels

### **RESIDENTIAL DEVELOPMENT**

Create appropriate housing for Tysons workers

- Local workforce housing

Increase amount of housing in Tysons

- Economic diversity – low, medium, high price housing

### **TRAFFIC**

Decrease reliance on autos

- Get rid of cars, increase walking and bicycling

### **OTHER**

- County should provide clear guidelines for development
- Maintain value of Vienna and McLean with a “small town feel”
- Community self sufficiency

## Community Dialogue 16 Results

### Tysons Southern Border Residents

February 8, 2006 7:00pm – 8:30pm

3 Participants

#### CHARACTER

Tysons should be a destination place

- Need attractions to draw people here

Enhance aesthetics of Tysons

- Aesthetics

Tysons needs an enhanced sense of place

- Small town atmosphere
- Town center (like Reston), common areas

Enhance sense of community

- Tysons Corner should be a town – it's own place
- Incorporation will give feeling of ownership/community
- Own fire department and other services for Tysons

#### CONNECTIVITY

Enhance ability to travel to and from surrounding areas

- Improved bus service, more often

Enhance ability to get around Tysons

- "Lunch loop" shuttle
- Free Tysons shuttle

#### DENSITY

Preserve present character of surrounding residential neighborhoods

- Prevent "cut through" traffic in residential areas

#### ENVIRONMENT

Create more parks and greenspace

- Greenspace

Create athletic fields

- Parks and playgrounds

#### INFRASTRUCTURE AND PUBLIC FACILITIES

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Schools will be impacted by more residents
- Public spaces need to accommodate more people

Infrastructure/public facility improvements should be funded by developers

## **Tysons Corner: Initial Community Outreach Findings**

---

- Proffers should be huge for the community
- Those who benefit from increased density should put resources into the community

### **METRO**

Protect Tysons from light and noise pollution

- Ordinances for light and noise pollution
- Prevent light pollution (it's off the scale now)
- Don't want all-night businesses (because of light and noise pollution)

Metro should be underground (to prevent noise and "eyesore")

- Above ground Metro will be an eyesore
- Underground arms of Metro

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Restaurants within office buildings
- Grocery store

Increase street-level retail, small shops

- Independent, mom & pop businesses

Increase entertainment retail (bars, coffee shops, theatre, etc.)

- Cultural events

### **PARKING**

Keep Metro users from parking in residential neighborhoods or commercial/retail parking

- Protection of residential parking
- Businesses will have trouble controlling Metro parkers
- Where will people park? Shopping parking already stressful

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Ability to walk to amenities
- Pedestrian town
- Pedestrian draw to center
- Wide sidewalks that can accommodate lots of traffic
- Sidewalks
- Pedestrian connectivity
- Pedestrian overpass

### **SAFETY**

Enhance personal safety with arrival of Metro

- Secure parking lots; kids hang out there all nite

## **TRAFFIC**

Decrease traffic in general

- More people can equal more traffic

Improve the flow of traffic within and through Tysons

- Fix traffic flow so not everyone has to go through central Tysons
- Traffic problem includes “through” traffic
- More ways in and out of Tysons Corner
- Clear signage for not blocking the box

Decrease reliance on autos

- Don’t have to get into a car to get to amenities

## **OTHER**

- Don’t exclude visitors who can’t afford the mall
- Money from businesses should support community
- Library
- Post office that’s accessible
- Increased density must allow for accessible amenities

## **Questions**

- Where does the DOT come into the process?
- Who is involved with regulation of traffic patterns?
- Is anyone doing a study of traffic patterns currently?

## **Community Dialogue 17 Results**

### **Lewinsville Residents**

February 9, 2006 7:00pm – 8:30pm

15 Participants by head count

15 Participants signed in

2 Task Force members

### **CHARACTER**

Enhance aesthetics of Tysons

- Create attractive architecture and landscaping
- High-class building designs, example: Clarendon

Tysons needs an enhanced sense of place

- Quiet, less chaotic
- Need to change dynamics so Tysons is more inviting to live, work and play
- Make Tysons a place to enjoy, not a place to avoid

Enhance sense of community

- More vibrant community
- Family-friendly

### **CONNECTIVITY**

Enhance ability to get around Tysons

- Bus shuttle through neighborhoods and around Tysons area

### **DENSITY**

No increased density/growth in Tysons

- Tysons development will bring more congestion to Lewinsville Road and McLean Hamlet, this is a serious negative

Preserve and protect present character of surrounding residential neighborhoods

- Reduce impacts on surrounding areas
- Preserve current residential character of surrounding areas of Tysons Corner

Concentrate density around Metro stations

- Contain new residential within/close to area

### **ECONOMICS/BUSINESS CLIMATE**

Don't push existing businesses out

- Retain retail (affordable stores like Staples, Marshalls, Container store)
- Preserve current businesses/facilities (NTB, Boothfeeds, Container Store, Auto Tech)

Maintain/enhance existing property values

- Increase property value

## ENVIRONMENT

Create more parks and greenspace

- Parks
- Try to bring in greenery; trees with a bench
- Appealing green spaces

## INFRASTRUCTURE AND PUBLIC FACILITIES

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Adequate public facilities, legislation
- Solve traffic problems before adding density
- Infrastructure before density
- Uncrowded public schools
- Build infrastructure to adequately support high density
- Convenience, grocery store
- Build facilities

Infrastructure/public facility improvements should be funded by developers

- Make businesses pay their fair share; don't increase taxes on residents
- Adequate infrastructure support provided by builders/developers

## METRO

Protect residents from light and noise pollution

- Noise impact with aerial Metro
- Effect of noise pollution on residents

Minimize traffic impacts and other inconveniences during Metro construction

- Increased traffic

Metro should be underground (to prevent noise and "eyesore")

- No matter the cost, Metro should be underground
- Aerial stations will destroy any hope for community

## MIXED USE

Create more community-serving retail such as grocery & dry cleaners

- Make Tysons livable – it's more than just adding housing units
- Put in neighborhood stores that would make Tysons livable: grocery stores, drug store, etc.

Increase street-level retail, small shops

- More small shops, retail, restaurants in Tysons Corner

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Nightlife for young adults
- Arts, theatre

## PARKING

Provide parking for Metro

- Adequate parking within 3 miles for residents
- Disabled parking in K/R lots

## **Tysons Corner: Initial Community Outreach Findings**

---

Make parking a less prominent feature

- Underground parking areas

Keep Metro users from parking in residential neighborhoods and commercial/retail lots

- Prevent our streets from being used as commute cut through and parking

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Residents in nearby neighborhoods want to get into Tysons without driving
- Pedestrian and bike friendly
- More pedestrian friendly, safe and accessible with proper lighting
- Sidewalks on each side of Route 7 and 123
- Pedestrian friendliness
- Pedestrian walkway over Dulles Toll Road to serve Wolf Trap
- Design for pedestrians
- Link public transportation to footpaths, bike paths
- Footpath

Provide bike trails or lanes

- Pedestrian and bike friendly
- Bike land access connecting to neighborhoods
- Bike path

### **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- Affordable housing so people can work/live in Tysons

Increase amount of housing in Tysons

- Mixed use and multi-purpose use with more residential development in Tysons Corner

### **SAFETY**

Enhance personal safety with arrival of Metro

- Maintain safety of elementary schools

### **TRAFFIC**

Improve the flow of traffic within and through Tysons

- Improve traffic within
- Separate “through traffic” from internal Tysons traffic
- Mobility: how do we enter and move around the Tysons area?
- Better/improved intersection design and signs
- Improve road network within Tysons, e.g. more crossings of Beltway
- Ease of traffic flow
- External traffic control
- Improve traffic pattern

### OTHER

- Public transportation that meets the needs of all users of Tysons Corner
- Effectiveness of Spring Hill bus lines (Transit Center)
- Moving sidewalk from parking and Metro (be futuristic)
- Function not dysfunction
- Look at connectivity of metro “spoke” parallel to Beltway; short cut MD <-> VA
- Since there will be no express trains through Tysons, people going West will be seriously delayed

### Questions

- How many traffic lights are planned?
- How will this impact vehicle and pedestrian traffic?
- What’s the ratio of \$1 million houses to lower cost houses?
- Don’t make Tysons a rich man’s enclave
- Public/private restroom accessibility
- Will there be parking at Metro stations?
- What about bus service?
- Which are the Kiss n’ Ride stations?
- Is underground an option?
- When will bus shuttles run?
- Will Route 123 or 7 lose traffic lanes?
- How will Springhill Transit Center be integrated into new system with Metro?

## **Community Dialogue 18 Results**

### **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

#### **CHARACTER**

Enhance aesthetics of Tysons

- Overall architectural design aesthetic
- Cohesive design/integration
- Be creative in integrating mixed uses
- Design aesthetic

Tysons needs an enhanced sense of place

- Public art

Enhance sense of community

- Children-friendly art space and programming
- Pedestrian-friendly art walks
- Adult and senior art education programming
- Arts programming for teenagers
- Arts – individual participation
- Community participation in arts

#### **CONNECTIVITY**

Enhance ability to travel to and from Tysons from surrounding areas

- Post-performance public transportation
- Buses past midnight

Enhance ability to get around Tysons

- Shuttle buses between existing arts spaces – MPA/Wolftrap/Alden Theatre
- Shuttle bus system
- Shuttle system to attractions

#### **DENSITY**

Make Tysons a more functional urban center

- Urban transportation model
- If there is already gridlock, why not make Tysons truly urban so people can walk?

#### **ECONOMICS/BUSINESS CLIMATE**

Provide for economic growth and stability

- Surrounding areas make more money when arts are present and mixed in
- Economic impact of the arts
- Arts partnerships with businesses

- Arts-centric businesses need to be attracted
- Economic impact of the arts

Don't push existing businesses out

- Local businesses

### **ENVIRONMENT**

Create more parks and greenspace

- Integrate public art into parks
- Public park/amphitheater
- Sculpture garden
- Green space

Enhance stormwater management/protect water quality

- Watershed protection and water management
- Reuse of water runoff for aesthetic or functional features, like fountain in Silver Spring, MD

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Infrastructure/public facility improvements should be funded by developers

- Developer proffers for visual arts space, early involvement
- Proffers for arts space

### **MIXED USE**

Increase entertainment and cultural uses (bars, coffee shops, theatre, etc.)

- Arts
- Entertainment
- Make Tysons an Arts & Entertainment District
- Cultural arts center – administrative space for arts
- Central performing arts center
- Central box office
- Art galleries
- Space dispersed for the arts
- Indoor visual arts space
- Performing arts space needs multi-purpose stage, drama, orchestra, dance, choral
- Need 2 performance centers: one with 400-500 seats and another with 1,200-1,500 seats
- Space for arts – gallery, performing, rehearsal, storage
- Arts rehearsal space

### **PARKING**

Make parking a less prominent feature

- Shared/linked parking

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Walking district (like Old Town Alexandria)
- Accessibility – ADA, pedestrian, bikes

## Tysons Corner: Initial Community Outreach Findings

---

Provide bike trails or lanes

- Bike trails in and out within Tysons
- Bike racks and protection

### **RESIDENTIAL DEVELOPMENT**

Create more affordable housing

- Affordable housing for artists
- Affordable housing

Create appropriate housing for Tysons workers

- Work/live space for artists

### **OTHER**

- Use Herbert Driseitl for Water Design
- Arts infrastructure 24-7
- Metro hours late enough
- Metro should be easy to use
- Green buildings and low impact development (it can be beautiful)
- Arts nourishment
- Arts MUST be at the table during county-developer negotiations
- Cultural policy at the county government level
- Provide incentives for existing development

## Community Dialogue 19 Results

### 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

### CHARACTER

Enhance aesthetics of Tysons

- Architecture, aesthetics
- Keeping transit centers clean

### ECONOMICS/BUSINESS CLIMATE

Provide for economic growth and stability

- Goals of revised Comp plan should be achieved gradually and as economics of land development naturally evolves

Don't push existing businesses out

- Will departure of some dealerships lead to a loss of businesses for all remaining dealerships?
- Will car dealerships become "nonconforming" in Tysons?
- "Development while maintaining auto businesses" language in plan
- Comp plan revisions shouldn't force businesses out – should happen gradually
- Comp plan should support car dealerships
- Auto dealerships provide valuable and important service in Tysons and their continued presence should be welcomed and incorporated into Revised Comp Plan
- Preserve ability of existing businesses to operate in harmony with higher density development

### METRO

Minimize traffic impacts and other inconveniences during Metro construction

- Interim traffic arrangements

### MIXED USE

Increase street-level retail

- Tysons Corner should support a diverse range of retail businesses, including auto dealerships

### PARKING

Parking needed for Metro

- Parking

### TRAFFIC

Decrease traffic in general

- Congestion prevention
- Shutting down access will put us out of business

## **Tysons Corner:** Initial Community Outreach Findings

---

Provide a grid street pattern

- Support of higher density will take road grid – concern that may threaten property use

Keep Tysons accessible by car

- Access to dealerships

### **OTHER**

- Visibility of dealerships
- Would transit bring homeless?

## Community Dialogue 20 Results

### All Stakeholders

February 16, 2006 7:00pm – 8:30pm

8 Participants by head count

8 Participants signed in

1 Task Force member

1 Observer

### CHARACTER

Tysons needs an enhanced sense of place

- Clarendon and Ballston, good models – more livable
- Capture value of why Tysons is different from DC
- More thoughtfulness for landscaping

### CONNECTIVITY

Enhance ability to travel to and from Tysons from surrounding areas

- Need light rail connecting outer suburbs – “circle line”

Enhance ability to get around Tysons

- Create bus connectors within Tysons
- Coordinate the many shuttles that now exist

Make Metro easily accessible to Tysons and nearby residents

- Need good way to get surrounding homes access to Metro

### DENSITY

Make Tysons a more functional urban center

- Don't want to be a mini DC, still want to be urban

Concentrate density around Metro stations

- Don't create solid sea of density – concentrate at Metro stations

Create and protect transition zones between higher and lower density

- Maintain adequate step-down in density closer to residential edges

### ENVIRONMENT

Create more parks and greenspace

- Dog park! With some trees and shaded area
- More grass – bury parking
- Create nice urban greenspace
- Need to reserve open space – don't want to be a mini DC
- Preserve what greenspace remains – make it accessible and usable for people

Create athletic fields

- Playing fields

## Tysons Corner: Initial Community Outreach Findings

---

Enhance stormwater management/protect water quality

- Good stormwater management – protect the streams

### **INFRASTRUCTURE AND PUBLIC FACILITIES**

Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Make full use and improve existing facilities before breaking new ground
- Infrastructure: police, fire, grocery store, walkways, bicycle access, schools

Infrastructure/public facility improvements should be funded by developers

- Private sector should all contribute to needed improvements

Infrastructure/public facility improvements should be funded through public-private partnerships

- Public sector will also need to contribute to improvements

### **METRO**

Protect residents from light and noise pollution

- Minimize noise and light pollution

Metro should be underground (to prevent noise and “eyesore”)

- Below ground Metro is preferred

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Create balance of amenities for workers and residents

### **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Walkability – pedestrian access to Metro
- Someone needs to be responsible for keeping sidewalks clean and clear
- Make pedestrian experience safe and pleasant
- More bus shelters
- Walking trails

Provide bike trails or lanes

- Bicycle access
- Bike facilities, lockers, dedicated bike lanes
- Bike/pedestrian crossover for beltway

### **TRAFFIC**

Decrease reliance on autos

- Do not want to get into your car for everything you want to do
- Provide disincentive for Tysons residents to drive – encourage rail use

### **OTHER**

- Consider cost benefit to taxpayer by increasing commercial development
- Green buildings – green roofs
- Create incentives for green buildings Think long term and regionally, 30-50 years
- Cooperate with other local governments to do good regional planning

- Encourage employers to offer more recreational amenities
- More grade separated interchanges
- Learn from Arlington County experience
- County needs to keep promises about improvements
- Metro needs to be able to handle this increased capacity
- Have to fix transport in conjunction with density
- Buildings are “islands” – need to make connections
- Consider rooftop amenities

### **Questions:**

- Are more condos going to be built at Fountains of McLean/Post Properties, or on International Drive?

## Web-Based Input Results

43 Respondents

### CHARACTER

Enhance aesthetics of Tysons

- Trees in median
- Architectural review-goal Park Avenue of Fairfax County
- Introduce more exciting architecture in new buildings
- More focal architecture like spires on trophy buildings
- Route 7 as an attractive boulevard

Tysons needs an enhanced sense of place

- Sense of place for people not just cars
- Keep it upscale and prestigious
- Statues of famous Virginians
- Tysons should create more cultural landmarks
- Public restaurant and observation deck in a tall building

Enhance sense of community

- Tysons should try to create a sense of community
- Tysons should create more community events locally
- Need more arts & more open minds

### CONNECTIVITY

Enhance ability to travel to and from Tysons from surrounding areas

- Connect with airport metro
- More commuting options in and out of Tysons
- Allow connection to surrounding neighborhoods
- Connections to regional parks and bicycle paths

Enhance ability to get around Tysons

- Lack of shuttle between malls
- No shuttle from bus station
- Public transportation to offices around Galleria
- Local public transportation (Tysons bus)

Make Metro easily accessible to Tysons residents and nearby residents

- Metro access
- Walk or bike access to Metro from neighborhoods
- More public transit to Metro from neighborhoods
- Metro stations that are easy to find and use
- Connect Metro to pedestrian walkways

### DENSITY

Limit building heights

- I am against more high rises in McLean/Tysons
- Do not build any more high rises in Tysons/McLean
- Do not build more high rises – commercial/residential

### No increased density/growth in Tysons

- I am adamantly opposed to higher density
- Stop growth in Tysons and McLean
- McLean over-population is in crisis – stop it
- If you add more people, you'll add cars – very dumb
- I am opposed to more construction in Tysons
- I don't agree with further development in Tysons
- No growth
- Development moratorium is needed to fix problem
- Stop development in Tysons and McLean
- Decrease population density at Tysons

### Make Tysons a more functional urban center

- Allow one or two trophy buildings tallest in VA
- Emulate an inner city area with parks, paths, etc.
- Create an urban feel instead of office park
- Create a true urban center for Fairfax
- Should be transformed into a traditional downtown
- Traditional urban form needs attention
- Make Tysons a walkable urban center

### Preserve and protect present character of surrounding residential neighborhoods

- No high-rises on South side of Route 7 – too close to homes
- Limit the impact on homeowners

### Concentrate density around Metro stations

- 5 minute walk of Metro should have no max density
- Density and height around rail stations
- Raising density to justify Metro
- Create cohesive and more dense building character
- Never pedestrian friendly at less than 6/0 FAR
- Why not develop around the Metro stops?

## **ECONOMICS/BUSINESS CLIMATE**

### Provide for economic growth and stability

- Maintain economic viability of the CBD

## **ENVIRONMENT**

### Create more parks and greenspace

- Preserving open space outweighs Tyson development
- Provide treed areas for people and dogs
- Provide open spaces for parks and recreation
- Green space and/or parks in the heart of Tysons
- Community offerings (parks/recreation)
- Expand open space in Tysons/McLean
- Playground for young children
- Tysons should create more parks
- Build pocket parks like Fountain Square in Reston

## Tysons Corner: Initial Community Outreach Findings

---

- No green space, public plaza
- Public squares need to be incorporated
- Open space with places for passive recreation

### Create athletic fields

- Athletic fields and community park
- Convert land to open space (e.g. athletic fields)
- Tysons needs more recreational activities
- Athletic fields on corporation land on Route 123 between shopping and McLean

### Enhance stormwater management/protect water quality

- Reduce the impact of impervious surfaces
- Incorporate the Fairfax County watershed plans
- Mitigate deforestation caused by new development

## INFRASTRUCTURE AND PUBLIC FACILITIES

### Ensure that infrastructure and public facilities are sufficient to meet any increases in density

- Provide for private, specialized schools
- No school money
- Provide a community recreation center
- Provide for helicopter access for safety
- Library
- Improve roads/schools first before development
- Provide adequate schools for new residents
- Provide teens, elderly and family activities
- Road improvements should precede a Metrorail
- Improve roads in Tysons and Mclean

### Infrastructure/public facility improvements should be funded by developers

- Lack of proffers for funds towards community needs
- Consider businesses as a source for construction cost

### Infrastructure/public facility improvements should be funded through public-private partnerships

- Invest County dollars in improvements

## METRO

### Protect residents from light and noise pollution

- Limit the impact of Metro noise on residents
- Metro should be quiet
- Limit the impact of Metrorail noise on residents

### Minimize traffic impacts and other inconveniences during metro construction

- Ameliorate construction effects on traffic
- Construction traffic
- Schedule improvements for 11 pm to 7 am
- Lack of plans during Metro construction

Metro should be underground (to prevent noise and “eyesore”)

- Aesthetic appearance of metro (better underground)
- Metro should look nice or ideally be underground
- Consider 4-mile Metro Tunnel option through Tysons
- Underground Metro or WO&D Trolleys (whichever is less costly)

### **MIXED USE**

Create more community-serving retail such as grocery & dry cleaners

- Would like a grocery store in Tysons Corner
- UPS
- Fed Ex
- More day-to-day retail like groceries, pharmacies
- Cleaners
- Lack of adequate daily need retail i.e. grocery
- Addition of a grocery store (Wegman’s)
- Hardware store
- Tysons needs a good grocery store
- Grocery store
- Addition of a Target
- Proximity to work place(s)
- Proximity to shopping
- Increased mixed-use

Increase street-level retail, small shops

- Local retail has become extinct to national chains
- More ground level retail office buildings

Increase entertainment and cultural uses (bars, coffee shops, etc.)

- Provide outdoor areas
- Public plaza for events, ceremonies, parades
- Better nightlife
- Tysons needs sports bars/place to be casual
- Conference center near a rail station

### **PARKING**

Provide parking for Metro

- Provide more parking at Metrorail than is planned
- Build Metro parking lots, not new homes/highrises
- Provide parking for residents to get to Metro
- Build County parking garages (like in Bethesda)

Make parking a less prominent feature

- Subterranean parking, no surface parking lots
- Parking garages must be underground or wrapped by uses
- More underground parking structures with buildings above

## **PEDESTRIAN AND BICYCLE IMPROVEMENTS**

Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities

- Not walker friendly like Bethesda
- Make walking safe
- Walkable streets – pedestrian friendly
- Pedestrian friendly
- Improve pedestrian mobility
- Safe pedestrian access across main & service roads
- Walkways over Rt 7 & 123
- More urban walking
- Make Tysons more walkable
- Pedestrian rights of way/walkability
- Addition of sidewalks across beltway and on Rt 7 & 123
- Safe corridors for pedestrian traffic/wheelchairs
- Ability to safely and easily walk between all stores
- Make it easy and safe for pedestrians
- Route 7 to be redesigned/tamed/pedestrian friendly
- Build sidewalks to connect islands of development
- Cost effective pedestrian bridges over key roads
- Walkability, especially around rail stations
- Expand sidewalks in Tysons/McLean
- More sidewalks
- Pedestrian friendly design with wide sidewalks
- Pedestrian safety
- Tysons should make it more pedestrian friendly
- Pedestrian access
- Lack of sidewalks
- Good signage for pedestrians
- Walking paths
- Easy and safe pedestrian access throughout Tysons
- Pedestrian improvements

Provide bike trails or lanes

- Safe cycling on roads
- Bicycle rights of way
- Bike riding paths and stands to lock bikes
- Make cycling and scootering safe

## **RESIDENTIAL DEVELOPMENT**

Create appropriate housing for workforce in Tysons

- Workforce housing shortage

Increase amount of housing in Tysons

- Balance of uses – commercial and residential
- Increase density of residential development
- Convert overage of offices to condos and coops
- More residential high-rise components
- We need high density residential zoning; no more single family and townhouses

- More housing opportunities/choices
- Lack of housing

### **SAFETY**

Enhance personal safety with arrival of Metro

- The new Metro will import crime – don't build it
- Increased policing
- Crime
- DC's crime now has easier access to Tysons

### **TRAFFIC**

Decrease traffic in general

- Traffic congestion
- Road congestion
- Traffic
- Congestion
- Better Traffic
- Existing traffic congestion prevents more building
- Gridlock on International Drive/123 during mall hours
- Need to address the bottlenecking road system
- Route 123 and 7 traffic will increase
- Traffic on beltway due to Route 123, Route 7, 66 on/off mall

Improve the flow of traffic within and through Tysons

- Clear, unified signage
- Need to create more bridges across I 495 and DAAR
- Support widening and traffic improvements
- Removal of service roads
- Make small, slower roads that go through
- Lack of bypass for traffic passing through Tysons
- Improve rush hour access to 495
- Better traffic flow around malls, from interstate
- Through traffic on Route 7 – no turn offs
- Improve Beltway interchanges with Routes 7 & 123
- Eliminate toll booths on Spring Hill Road ramps
- C/D and express lanes on Routes 7 & 123
- Complete intersection of 123 & 7
- Retain and expand service roads – for internal Tysons
- New bridge west of American Legion to improve 495 access
- Improve traffic signage
- Expand/improve/widen/signage Tysons ring-road
- Time lights to improve in and out flow
- Where possible use one-way streets
- Traffic flow
- Interchanges with International Drive and Routes 7 & 123
- Improve complicated traffic intersection

## Tysons Corner: Initial Community Outreach Findings

---

### Provide a “grid” street pattern

- Grid model for new/current roads
- Better layout of roadways and connecting roads
- Must introduce new streets and smaller blocks
- Street grid where possible
- Logical street patterns – a grid?
- Where possible align streets in a grid pattern
- Get rid of cul-de-sac development, create road grid
- Look at ways to integrate a street grid

### Decrease reliance on autos

- Emphasize people instead of autos in developments
- Emphasize non-SUV travel

### Keep Tysons accessible by car

- Respect auto use as priority
- Acknowledge some new tenants will still own cars

## OTHER

- Master plan calls for Tysons urban pedestrian area – joke
- I don’t agree with Tysons Metrorail plans
- Development of Metro
- Decide the fate of Tysons metro by citizen vote
- The new Metro will cause tax increases – don’t levy
- Political process on local land use is a sham
- I believe a metro to Ft Belvoir is more sensible
- Build Metrorail through Tysons
- Metrorail
- Taxes for the new Metro were voted down already
- Make Tysons expansion contingent on citizens vote
- Form based zoning should be implemented
- Zero lot line office/retail
- Metro should be cost effective
- Master plan must be developed for long term plan
- Smog
- Aerial Metro requires significant design integration/attention
- Metro should come from Springfield
- Make sufficient number of stations
- Decrease influence of McLean Citizens Association
- Lack of parking at Tysons I
- Parking limits to force (not encourage) Metro use

## Questions

- Why Tysons and not West Falls Church?
- Why build new stops when old stops are underutilized?
- Why aren’t there any express lanes?
- Will eminent domain be used?
- Why not make use of existing Metro stops?