

## Tysons Land Use Task Force

### HIGHLIGHTS FROM ANALYSIS OF TABLE NOTES

Tysons Public Workshops July 16-18, 2007

85% of tables agreed that growth in Tysons should be focused near transit stations even if this will require taller buildings. *There were several comments that 30 stories was too high. Other participants were concerned about blocking the sunlight or creating a “canyon” effect.*

70% of tables supported improving pedestrian and bicycle connectivity. *One participant recommended that Fairfax County put police officers on bikes at Tysons. Others were in favor of dedicated bike lanes or bike paths underneath the Metro platform. Several participants wanted pedestrian overpasses, walkover bridges and tunnels.*

88% of tables supported creating a functional grid of streets throughout Tysons. *Most participants thought that Routes 7 & 123 would need to continue to carry traffic through Tysons, but that they could be made more pedestrian friendly at the same time. One participant asked about HOT/express lanes on Route 7 for through traffic, with pedestrian bridges overhead.*

**When allocating funds to transportation, 58% of tables ranked the grid of streets No. 1.**

73% of tables agreed that there needs to be additional transit to Metrorail. *Many participants recommended frequent, low-cost circulator service within Tysons.*

70% of tables supported a circulator, *but there was concern about dispersing too much density outside of the station areas.*

97% of tables supported adding parks and open space throughout Tysons. *One participant said that green roofs and rooftop gardens could be used for recreation, and other participants suggested that the County require “green” buildings at Tysons. One participant suggested using the stream valley parks and other linear parks as pedestrian pathways.*

70% of tables supported public art, performance spaces, educational facilities and meeting centers in Tysons in concept. *In practice, very few participants allocated much public funding to public art, theatres and concert halls. They thought that the private sector could provide these amenities and that there are many options surrounding Tysons. Participants were more in favor of public funding for civic spaces and thought that they could also serve as informal performance spaces, like those used by the street performers in Old Town Alexandria.*

**When allocating funds to other community needs, 36% of tables ranked public parks, pocket parks and town squares No. 1.**

73% of tables believed that Tysons should include a mix of housing. *There was much support for affordable and workforce housing, and a couple of mentions of accessible housing for senior citizens.*

67% of tables agreed that most of the growth should be located within walking distance of transit stations. *One participant thought that walking time was more important than walking distance.*

73% of tables agree that high rise buildings should not block views or be located next to neighborhoods on the edge of Tysons.

67% of tables did not want connectivity limited, *although they would like to get drivers through Tysons without having them cut through surrounding neighborhoods.*

88% of tables wanted neighborhood-serving retail included in residential neighborhoods in Tysons. *Most participants did not want large-scale mixed use centers outside the transit station areas. They did want grocery stores, dry cleaners, child care centers, and neighborhood restaurants.*

Over 70% of tables thought that public facilities and services should be funded by both the public and private sectors. *There was a fair amount of understanding of the need for new funding mechanisms for Tysons, including special tax districts or tax increment financing.*

There was a great deal of discussion about parking. Only 36% of the tables agreed with the question about limiting parking. Participants suggested limiting parking at new buildings; sharing parking among buildings; providing park and ride lots outside of Tysons to get commuters to the Metro; and working with employers to encourage carpooling and other options.

Finally, participants at one table concluded that *the Metro stations could be connected and that perhaps above-ground rail could create opportunities for vital public spaces along Route 7. If the elevated Metro is designed to be as attractive as possible, this could be Tysons' signature feature.*