

PB's Table Summaries from Six Public Workshops

Monday, March 19, 2007 evening Tysons Corner Workshop

Table 1 summary

Housing Emphasis

- Balanced mix of uses
- High density development
- Focus on mass transit
- Develop neighborhood with own identity and sense of place
- Develop city grid with parallel roads to Rt. 7 & Rt. 123

Table 2 summary

Housing Emphasis

- Housing density within walking distance of Metro
- Each Metro stop should become a neighborhood
- Economically diverse area – provide affordable housing, don't make it elitist
- Eliminate need for individual automobiles within Tysons Corner – implement a shuttle system – need system more than the Metro
- Don't compromise the quality of life for adjacent neighborhoods

Table 3 summary

Pushing the envelope

- Balance mix of uses
- Increase residential density, protect existing neighborhoods
- Add vitality through integration of public spaces/amenities
- Connectivity/access/internal system

Table 4 summary

Employment

- Access for transportation to/from transit stations for bikes, pedestrians, shuttles
- Diversity and density around Metro stations
- Address parking to bring people here – easier to go elsewhere
- Employment and residential mix

Table 5

Pushing the Envelope

- Differentiate between through traffic and local traffic – separate uses
- Connect the nodes with bus circulator, street grid/more streets, walking/paths
- Housing – supported with services, set aside for affordability
- Greater housing at two outer stops
- Importance of market and economic feasibility

Table 6**Pushing the Envelope**

- Limit density to capacity of transportation system
- High on amenities – public safety, schools, police, fire
- Did not allocate all density – not all office or residential because of impact on transportation
- Consider trolleys, bus shuttles, taxis, bike paths

Table 7**Employment Emphasis**

- Concentrate residential and business closer to entrances and exits of Tysons
- Lots of green space
- Concentrate growth at stations – especially at the stations by toll road
- Create 24 hour/destination place
- Livability/walkability of development

Table 10**Housing Emphasis**

- Distributed allocations along Metro
- Civic centers at each Metro station
- Increased public safety – police officers on foot
- Parking – underground
- Environmental – reduce cars on road – more sustainable

**Tuesday, March 20, 2007 morning
Tysons Corner Workshop****Table 1 summary****Employment Emphasis**

- Whole community with a neighborhood focus. Amenities distributed, self-sufficient communities – retail, housing and community center
- High ground of Tysons – more developed community center with entertainment space (art house)
- Introduce new school
- TOD as anchors
- Protect existing green spaces, create greenway around Tysons
- Interconnectivity important – circulator to go around and connect four individual neighborhoods. Circulator with pedestrian access. In order to have interconnected space, fewer barriers good – elevated Metro would create barrier.
- Parking on periphery of Tysons.
- Combine parking with dead spaces at cloverleaves.
- Long term model for “green” development

Table 2 summary**Pushing the Envelope**

- Create a sense of community. Connect to McLean and Vienna to Tysons. Add bike trails and pedestrian access. Provide things to do in the evening – restaurants, theaters, art house. Make family friendly – dog park.
- Increase density around the transit stations – balance mix of uses. Allow them to live, work and play in same place.
- Environmentally sensitive – green buildings, link to alternative transportation (bike, pedestrian), green space – parks, passive areas.

Table 3 summary**Housing Emphasis**

- Balance housing and jobs
- Plan transportation and development together
- Parks, green space – focal point
- Planned mixed use and housing density at Metro stations
- Think beyond what it means to walk to a Metro station – is ¼ mile the right number?
- Mix and range of housing – diverse price points
- Tysons Corner – arbitrary boundary. Outside boundary, lots of housing. Protect housing and residential neighborhoods beyond Tysons boundary.

Table 4 summary**Pushing the Envelope**

- Make Tysons the place to be. To make Tysons the place to be, it will mean more density
- Integrated approach – outside of Tysons – honor and respect areas outside Tysons.
- Integrate uses and transportation with comp. plan
- Ease of internal transportation

Table 5 summary**Housing Emphasis**

- Build a sense of community
- Orient around 4 Metro stops – increase density, have 24/7 amenities. Health care, dry cleaner, post office, etc.
- Preserve what it is today – car oriented area. Increase roads and other ways for people to get around – bus shuttles, pedestrians to get across busy roads (bridges, streetscapes)

Table 6 summary**Employment Emphasis**

- Concentrate employment at transit stations
- Disperse housing throughout – near transit stations and on edges
- Fix transportation issues – improved street grid, circulator system to bring people to stations with high frequency, transportation demand management program for businesses and residents
- High quality design – built into comprehensive plan. Good transit oriented development
- Distinct districts within Tysons – theater, office, etc.
- Range of housing opportunities – workforce and affordable housing.
- Existing small businesses should have opportunity to relocate in Tysons

Table 7 summary**Employment Emphasis**

- Focus new growth at Metro to reduce auto related trips.
- Focus residential at Rt. 7 stations – excluded mall and crossroads. Require civic uses to be integrated into residential uses at stations.
- Need transportation infrastructure in addition to Metro.
- Need to be pedestrian/bike friendly within and from outside - Encourage bike/pedestrian/car connections into and throughout Tysons. Streets can be big barriers.

Table 10 summary**Employment Emphasis**

- Focus on transportation – increase volume – drop route 7 to improve linkages, bypass west of 7 to increase volume. Hard to create pedestrian areas around route 7 and 123.
- Grid outside of Rt. 7 and 123
- Concern about too many steps to get to Tysons – walk, shuttle, etc. Need to get as close to one mode as possible.
- Operate districts independently, with unique character
- Walking belt around districts
- Connectivity – bus, light rail to nodes to distribute people within Tysons
- No height limits in heart of Tysons. At edge, height limits.
- Workforce housing important
- On edge, townhouses ok. No single-family detached housing in Tysons.
- Walking system
- Shuttle connects districts – free?

**Tuesday, March 20, 2007 afternoon
Tysons Corner Workshop**

Table 1 summary

Pushing the Envelope

- Live, work and play
- Significantly increase density – protect neighborhoods from impacts (traffic, parking)
- Walkability – grade issues, create walk-through buildings
- Transportation improvements
- Focus development around Metro and its corridor
- Beltway “divides” Tysons – treat differently
- Don’t make everything look the same
- Tysons for the Arts – Art Walk
- Importance of community facilities

Table 2 summary

Housing Emphasis

- Workable neighborhoods. Create neighborhood identity, walkable street, parks, buildings oriented to streets
- Increase density and development – orient buildings to each other and central facilities. Mix of uses within workable neighborhood. Live work and play in each neighborhood.
- Connectivity among and between the neighborhoods
- Develop near Metro.

Table 3 summary

Pushing the Envelope

- Develop around each Metro station and give each station its own identity.
- Connect through/around Rt. 7/123 barriers – tram for moving people.
- Rt. 7 and 123 more conducive to pedestrians and cyclists. Yellow bike program.
- Cohesive aesthetic plan (includes zoning change/form-based code)
- Less car-friendly/more pedestrian friendly – incentives to walk and disincentives to drive.
- Cooperation between Fairfax County, landowners and VDOT - VDOT needs to be on board.

Table 4 summary

Employment Emphasis

- Multi-faceted, multi-modal transportation system – shuttle service, bike paths, pocket parks that are connected. Ability to drop people off without stopping traffic.
- Pedestrian connectivity and walkability – design and architecture. Remove surface parking.
- Urban design and mixed use is important – strong street front, walkable, remove surface parking, green design (permeable surfaces, green buildings).
- Identity for each neighborhood – public gathering places in each neighborhood.

Table 5 summary**Housing Emphasis**

- Establish individual character for districts – exploit some existing characteristics of neighborhoods
- Connect nodes with internal transportation
- Public uses as focal points
- No single uses
- Overcome barriers (Beltway) to getting around Tysons using bikes or walking
- Streetscape on-street parking – reduce setbacks in residential areas
- Alleys for rear & side parking
- Restrict/reduce parking in areas close to Metro to encourage people to use the Metro
- Create fabric and grid in the area

Table 6 summary**Housing Emphasis**

- Mixed use – community areas, civic, arts, gathering areas, bars
- Gateway Station Areas – built-up more – balance commercial and residential.
- Making communities real/functional along Metro line
- Internal circulation is critical – connecting flyover pedestrian pathways.

Table 7 summary**Employment Emphasis**

- Concentrate mixed-use growth at Metro – protect adjacent neighborhoods
- Add lots of civic uses – create sense of place
- Grid of streets, pedestrians, bike access (transportation, open space network) to create connectivity
- Would have liked to have more retail to allocate to outside areas to give the areas “heart”
- Make Tysons a people place rather than a place where my car goes.

**Tuesday, March 20, 2007 evening
Tysons Corner Workshop**

Table 1 summary

Employment Emphasis

- Minimize impact on residential areas.
- Control building heights.
- Growth includes supporting infrastructure - schools, police, etc.
- Manage parking – put it underground or in structures
- Each station area should have its own distinct character
- Office growth still near major road corridors and Metro – accessibility.
- Create a multimodal network that is safe, attractive, balanced for cars, buses and pedestrians
- More urban street network – lined with trees. Pedestrian feels like there is a separation between self and auto. Auto dominated streets need to change to balance the needs of the auto, pedestrian, transit and bikes.
- Consider incremental changes that can occur – redoing sidewalks, add street trees, encourage additional retail development, redo streets. Don't wait for massive redevelopment to occur.

Table 2 summary

Pushing the Envelope

- Focus on four clusters – one shopping center, one arts center, one convention center, one library and community center. Each should have a distinct element, but also be a community.
- Each should have a diversity of housing for families, seniors.
- Ability to live, work and play
- Central civic focus
- Preserve/create unique open space
- City focal point

Table 3 summary

Housing Emphasis

- Focus on Metro nodes. Mixed use development at each node. May not necessarily be self-supporting, but could be.
- Create a place where people want to be and get cars off the road.
- Create an identity for each neighborhood
- Range of housing costs.
- Multi-modal transportation system – Metro and auxiliary transportation modes to create balance between communities and connections to the communities.

Table 4 summary**Pushing the Envelope**

- Green design for entire area – soup to nuts
- Create flagship buildings (like Gannett)
- Mix of uses – multi-modal
- Mitigate impact on adjacent neighborhoods – environmental, transportation
- Improve mobility and transportation – walkability, bike-ability, better road grid

Table 5 summary**Housing Emphasis**

- Make sure Metro system works by having the density
- Cluster at the Metro, scale down as you move away from it.
- Mixed use at the Metro stations.
- Each Metro area would have its own grid system. When you are there, you can walk everywhere – run errands, eat, etc.
- Connect the different Metro stations with a circulator bus
- Pedestrian beltway/bike path that runs along the periphery to connect everywhere
- Pocket parks
- Cultural center with performances
- Satellite libraries
- Add services - elementary schools, police and fire
- Self contained and connected

Table 6 summary**Employment Emphasis**

- Underground Metro
- Greater mix of uses
- PFTN – Pedestrian friendly transportation network – gridded streets, connectivity, pedestrian trolley, bike paths, Tysons bypass or elevated thoroughfare, narrowing streets, median in Rt 7 to make it more attractive
- Adjusting increase in retail – add more retail than what it proposes
- Parks around the major Metro sites

Table 7 summary**Pushing the Envelope**

- Disbursed residential throughout Tysons – no pockets that were not mixed use.
- Connectivity - grid of streets. Add a circulator and complete streets – take needs of pedestrians into considerations.
- More density around transit stops, but make accessible to everyone
- Protect and connect neighbors to Tysons
- Public spaces throughout
- Community serving retail

Table 8 summary**Housing Emphasis**

- Community buy-in key to success– land owners, businesses, those who pass through, general public
- Shared responsibilities for infrastructure & community facilities
- Wide range of housing types/prices/opportunity– make it affordable for numerous groups of people, not just privileged
- Metro centers/nodes are central to Tysons – preserve open space for visual relief and enjoyment
- Walkable urban centers with appropriate urban road design
- Focus density in core of Tysons
- Add civic space – civic centers, parks
- Respect our neighbors – build toward centers, not toward neighbors
- Historic element – first courthouse in Fairfax County

**Wednesday, March 21, 2007 afternoon
Tysons Corner Workshop**

Table 1 summary**Pushing the envelope**

- Focus maximum density near Metro stops
- Create neighborhood nodes for other growth – local stores, services
- Better street grid
- Parks, green space and streetscapes – pocket parks
- Must have connectivity – improve through traffic

Table 2 summary**Employment**

- Address mass transit issues (tunnel) before developing - develop mass transit infrastructure before roads. Improve pedestrian & bicycle access. Shuttle bus to connect neighborhoods
- Create a sense of place through a cultural center and open space
- Create sense of neighborhoods – mixed-use, connectivity/walkability, route 7 improvements
- Protect Scotts Run, add parks and green spaces

Table 3 summary**Employment**

- More effective transportation system – get people in, out and around – circulator, tram, bike/walk paths
- Bus system that is efficient and on time
- Mixed use – housing supports employment which supports retail. People who are outside a Metro stop should have access to uses – dry cleaner, drug store, etc.
- Widen roads/change road network grid with city blocks
- Need a plan to support transportation and redevelopment - have plan to bring people here once buildings are built.
- Metro underground required to achieve above-ground density

Table 4 summary**Housing**

- Better transportation – Metro and tunnel – more pedestrian friendly, jogging and biking trails. Free flowing traffic, alternatives to auto – public transit
- Pedestrian friendly/safe
- Sense of community – sense of belonging
- Infrastructure to support community - Higher education, day care, etc.
- Places where people who visit Tysons can come and stay

Table 5 summary**Pushing the Envelope**

- Transfer density to different areas from base case
- Buffer edges to adjacent neighborhoods
- Cluster/diversify near Metro
- Mix public services and parks
- Small scale retail
- Loop circulator and trolley
- Street grid may not be feasible.
- Jobs today are not near Metro stops – consider a transit loop to serve employment
- Need transit to serve Vienna and McLean and Tysons
- Increase pedestrian connectivity – drop route 7 and create a park on top – put traffic under, have pedestrians cross at street level
- Walkable streetscapes into neighborhoods – create a sense of place

Table 7 summary**Pushing the Envelope**

- Need more roads on outside of periphery
- Bus shuttles to create small scale
- Balanced, mixed land uses
- Incorporate affordable housing
- Concentrate development near Metro – taper away from center to outside communities

Table 8 summary

Employment

- Not a good way to go – exacerbate the problems that exist now
- Need considerable transportation improvements
- Concentrate growth along Metro
- 4 TOD circles are really 8 half-circles – creating a sense of identity will be difficult.

Wednesday, March 21, 2007 evening

Tysons Corner Workshop

Table 1 summary

Housing Emphasis

- Fix transportation problem – connections from outside Tysons and within Tysons
- Trails and open spaces – trails throughout; connect to other regional trails
- Higher density near Metro and stepping down away from stations
- Sense of place – neighborhoods
- Mixed use buildings with ground floor retail, office and residential on top
- Cultural center
- Convention center – group split
- Question about funding – where is the money coming from

Table 2 summary

Employment Emphasis

- Concentrate density at Metro stops – especially at Tysons East and West because Beltway at Toll Road could address additional auto capacity and transit users wouldn't have to come into Tysons. Place density on outskirts of Tysons Metro stops.
- Preserve, restore open space and green space. Reduce impervious cover.
- Build a sense of community through pedestrian/bike friendly facilities, trails, sidewalks, trails, open space, parks
- Keep densities from increasing beyond current plan – opinion shared by some, not all, at table

Table 3 summary

Pushing the Envelope

- Create a sense of place for residential and office through streetscapes
- Move traffic through Tysons – biggest problem that Tysons faces now
- Create walkable, inviting streetscapes that go to Metro stations and cross stations
- Place parks in all different nodes – pocket parks, public uses, focal points, cultural uses
- Intra-Tysons travel – get people around Tysons – placed majority of density in center near Tysons I and II

Table 4 summary**Housing**

- More mixed-use – retail/office/residential in one building
- Improve pedestrian access to multi-family units
- Better street grids
- Limit traffic demand
- Environmentally green – green buildings for residential
- Pedestrian access – connectivity to parcels and neighborhoods

Table 5 summary**Employment**

- Live, work, play and drive
- Residential densities and office densities in core, moving outward
- Protect existing character of the neighborhoods
- Create main streets by creating a sense of place – streets that are used for different purposes – auto, pedestrians, shops, etc.
- Focus on civic areas – performing arts, further create a 24/7 environment.
- Focus on residential for 24/7 environment
- Metro is coming – underground. Increase multi-modal transportation. Takes demand off streets, allows you to use cars.
- Intermingle uses throughout. Allows people to stay in the same place which elevates congestion.

Table 6 summary**Pushing the Envelope**

- Mixed use at Metro – commercial and housing at each Metro station to create nodes so that people could go through their whole day without leaving their node. Also include civic, cultural and parks in nodes.
- Parks at edge to create buffers.
- Buffer existing neighborhoods by adding retail and housing so that I don't have to go in to Tysons.
- 8b probably better served by auto – put more commercial there. (This area now includes Gannett/USA Today and Freddie Mac buildings. Bounded on north by Dulles Airport Access Road; on east by 495; on south by Jones Branch Drive; and on west by Lincoln Lane.)
- Better feeder system out from Metro stations to neighborhoods.
- Physical height of buildings taller at the core – Metro stations – buildings get shorter as you radiate out. Density/height between stations too since they have access to more than one station.
- Work around pedestrian barriers and improve connectivity.