**Table Number** | **Image** | **Names from the Flip Chart/Report Out** | **Names from the Table Discussion**
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1 | | Dispersed nodes, emphasis at the Metro | Victory Center – just advise: Prefer multiple, metro as dominant. Add coffee shop in a node
CONNECTIONS: | | Medium-grid allows for use and development to dictate the finer grid; added pedestrian connections over the tracks. | More connections are good. May need to reduce curb cuts; Prefer railway grid and more pedestrian crossing over rail line
CONNECTIONS: | | Compliment the Cameron Station/Backlick Run Linear Park with a similar park on the south side of the railroad tracks. | Green connections to the west not a priority; Go want trail on southeast to pedestrian bridges
CONNECTIONS: | | Dispersed nodes, emphasis at the Metro; Eisenhower Connector as large retail node office at metro; 3 small nodes along Pickett | Primary at metro and distributed nodes; Distributed nodes = Van Dorn metro (heavily office), Eisenhower connector (large formal retail?); Distance between nodes walkable (5 min to 10 min) – leads to 5 or 6 nodes (we had 6)
CONNECTIONS: | | Medium grid with some finer streets, likely at the nodes | Medium grid is preferred with strategic areas of finer grid connections (maybe at nodes?); finer grid near metro; Important to have greenway/paths parallel to Eisenhower – end to end (i.e., west to west and to metro); include at least 1 additional lateral just bridge across tracks into/from Cameron Station; Access to node at Victory Center and metro at Clifton/bridge connection
CONNECTIONS: | | Enhance and expand upon the existing network; add pedestrian bridges to connect to existing freeway/bridges over the streams; add green corridor at south edge of tracks, continuing along streams to Fairfax County border. | Building on existing connections; Shortly greenway; End to end through the area – connecting to/from Fairview/west/Holmes Run/Eisenhower trail on east
CONNECTIONS: | | Maximum of 3 nodes to maintain a balance; Metro, Victory Center, Trade Center | Complement the Cameron Station/Backlick Run Linear Park
CONNECTIONS: | | Medium street grids, but add more north-south connections. | Medium amount of options (of the options) with larger blocks; Potential connector between Duane and Eisenhower east of eastern border – note that there were mixed opinions regarding connector. Concerns regarding introduction into green space; in general, none of the solutions showed them enough north-south connections
CONNECTIONS: | | Dispersed nodes; transform Trade Center to moer of a green node; potentially adding green over time, incrementally; node in sub-area 3 becomes a school with green space and connection to streams; several nodes along Eisenhower to connect the Victory Center, let it be one of a series of attractions. | Multiple nodes seem strongest; just park as node does not connect everything; Could be different types of nodes – transit node, residential node, “green node” – is there a school node possibility with parks around it?; Home Depot could be a retail node, but needs improvement to node and green connection of place; Victory Center – add residential since new near metro
CONNECTIONS: | | Medium grid | Multiple grids and mixed linkages: avoid large to medium to largest with connectivity to Cameron Station; Mix between the larger blocks and mid to establish critical mass during early stages of development; Adding connectivity around our hubs and connectivity to/from Cameron Station
CONNECTIONS: | | Develop greenway along Eisenhower with branches connecting over to Beamer and Beacher Pkwy; create greenway in conjunction with eastern multi-modal bridge. | Let park system to widen big green connections along Beacher Park and cross Pickett; Become green connection for students from Pickett going to Tucker; Can you have a “highline” along Pickett?; Green connections across Eisenhower – connect Hessley to metro
CONNECTIONS: | | Large node at metro as an established hub that will draw in people unfamiliar with the area; Victory Center and Trade Center as secondary nodes | Van Dorn metro should be a sizable node; Tele Perkins multiple nodes; Victory Center could become a subordinate node to metro; Van Dorn nears Victory Center and Pickett as secondary
CONNECTIONS: | | Large grid with additional north-south connections to Cameron Station and northern half of sub-area 3 | Station: Mix between the larger blocks and mid to establish critical mass during early stages of development; Adding connectivity around our hubs and connectivity to/from Cameron Station
CONNECTIONS: | | Provide paths along Eisenhower Avenue with pedestrian connections over the tracks; loop Beacher Run linear park around Boothe to eastern multi-modal connector and over to Pickett; create park space near metro node, behind Cowles and fire station | Add greenway that connects to the multi-modal bridge; Connectivity with Backlick; Connection along Eisenhower Ave; Preserving all existing trails
CONNECTIONS: | | Dispersed nodes; primary/essential even at Metro, Trade Center, and Sub-Area E; secondary nodes at Victory Center and Eisenhower Connector | Multiple nodes prefer over central node; Suggest 3 nodes; Discussion – What do they look like? Center of Activity; Where are the “cross connections” of the nodes? Multiple nodes?? In central nodes? Need more than one
CONNECTIONS: | | Medium grid | Public transportation as well as pedestrian connections; Medium street grid; Discussion – public transit; pedestrian; medium-street grid; Victory Center – how do people get to it?
CONNECTIONS: | | Create greenway at eastern multi-modal connector and mirror Beacher Run linear park along south side of tracks with connections over to Boothe and Beamer | Brentman Park now a good multi-use trail; Walking path; bike and walking to metro as possible; Van Dorn not a good option for connectivity to I-495; Connect between parks, e.g., Beacher and Brentman Industrial Park; Discussion – pedestrian; not auto connections; Beamer park – good multi-use trail; walking paths; bike paths (like to metro as a possibility?); Van Dorn not options for connectivity; Greenway? Between parks e.g., Beacher to Brentman natural park
CONNECTIONS: | | Node at each end of the eastern multi-modal connector; larger node at metro; secondary nodes at Eisenhower connector for proximity to the Beltway; and in sub-area 1 for destination in that area | Primary nodes = Van Dorn Metro (heavily office); Multi, secondary
CONNECTIONS: | | Medium grid with some smaller islands on the south side of Eisenhower to create smaller development parcels and kick start new projects here | Connect description to Rosslyn and Edsall; Add some streets (east/west) off Eisenhower
CONNECTIONS: | | Eisenhower continuous greenway along streams from Cameron Run to Fairfax/Ferrybrook Run; system; create park with node in sub-area 3. | Follow bike run (taking) future; with greenway; Road near Pickett and Farrington
CONNECTIONS: | | Major node at Metro, secondary at Victory Center and Eisenhower Connector; Definition at Metro; office retail at Victory Center, neighborhood serving retail further east; office in sub-area 4 | Van Dorn metro should be a sizable node; Tele Perkins multiple nodes; Victory Center could become a subordinate node to metro; Van Dorn nears Victory Center and Pickett as secondary
CONNECTIONS: | | Eisenhower multi-modal connector; medium grid and let development drive the smaller street network | Bike racks toward town ends to legibility with connectivity to Cameron Station; Mix between the larger blocks and mid to establish critical mass during early stages of development; Adding connectivity around our hubs and connectivity to/from Cameron Station
CONNECTIONS: | | Linear path along south side of varied tracks, connects south to metro and north to Boothe |