

Table Number	Image	Notes from the Flip Chart/Report Out	Notes from the Table Discussion
1		<p>NODES: Dispersed nodes, with emphasis at the Metro</p>	<p>NODES: Victory Center – just a place; Prefer multiple, metro as dominant; Need a coffee shop in a node</p>
		<p>CONNECTIONS: Medium grid; allows for use and development to dictate the finer grid; added pedestrian connections over the tracks</p>	<p>CONNECTIONS: More connections are good; May need to reduce curb cuts; Prefer mid-level grid and more pedestrian crossing over rail line</p>
		<p>GREEN: Compliment the Cameron Station/Backlick Run Linear Park with a similar park on the south side of the railroad tracks</p>	<p>GREEN: Green connections to the west not a priority; Do want trail on south side to pedestrian bridges</p>
2		<p>NODES: Dispersed nodes, with emphasis at the Metro; Eisenhower Connector as large retail node; office at metro; 3 small nodes along Pickett</p>	<p>NODES: Primary at metro and distributed nodes; Distributed nodes = Van Dorn metro (heavily office); Eisenhower connector (maybe large format retail?); Distance between nodes walkable (5 min to 10 min) = leads to 5 or 6 nodes (we had 6)</p>
		<p>CONNECTIONS: Medium grid with some finer streets, likely at the nodes</p>	<p>CONNECTIONS: 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., east to west and to metro); Include at least 1 additional bike/ped bridge across tracks into/from Cameron Station; Access to node at Victory Center and node at Clermont/beltway connection</p>
		<p>GREEN: Enhance and expand upon the existing network; add pedestrian bridges to connect to existing footbridges over the stream; add green corridor at south edge of tracks, continuing along streams to Fairfax County border</p>	<p>GREEN: Building on existing connections; Mostly greenways; End-to-end through the area = connecting to/from Fairfax on west/Holmes Run/Eisenhower trail on east</p>
3		<p>NODES: Maximum of 3 nodes to maintain a balance; Metro, Victory Center, Trade Center</p>	<p>NODES: Compromise between having one and many; Traffic a concern with too many nodes; Propose 3 nodes – Victory Center, metro station, Home Depot</p>
		<p>CONNECTIONS: Medium street grids, but add more north-south connections</p>	<p>CONNECTIONS: Medium amount of streets (of the options) with larger blocks; Potential connector between Duke and Eisenhower (east of eastern border) – note that there were mixed opinions regarding connector; Concerns regarding intrusions into green space; In general, none of the solutions showed them enough north/south connections</p>
		<p>GREEN: Group had different opinions- no consensus</p>	<p>GREEN: More connections but mix of opinions on how wide those connections should be</p>
4		<p>NODES: Dispersed nodes; transform Trade Center to more of a green focus- potentially adding green over time, incrementally; node in sub-area 1 becomes a school with green space and connection to stream; several nodes along Eisenhower to connect the Victory Center, let it be one of a series of attractions</p>	<p>NODES: Multiple nodes seems strongest; just metro 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 retail node, but needs improvement to be node and green connection of plaza; Victory Center – add residential since near metro</p>
		<p>CONNECTIONS: Medium grid</p>	<p>CONNECTIONS: Connection to walk between metro and Van Dorn retail center; Pedestrian paths north/south with green connections</p>
		<p>GREEN: Develop greenway along Eisenhower with branches connecting over to Brenman and Boothe Parks; create greenway in conjunction with eastern multi-modal bridge</p>	<p>GREEN: Link park system to water; Big green connections along Boothe Park and cross Pickett- Become green connection for students from Pickett going to Tucker; Could you have a 'highline' along Pickett?; Green connections across Eisenhower – connect Hensley to metro</p>
5		<p>NODES: 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</p>	<p>NODES: Van Dorn metro should be a sizable node; Table prefers multiple nodes; Victory Center could become a subordinate node to metro; Van Dorn main; Victory Center and Pickett as secondary</p>
		<p>CONNECTIONS: Large grid with additional north-south connections to Cameron Station and northern half of sub-area 1</p>	<p>CONNECTIONS: Station; Mix between the larger blocks and middle to establish critical mass during early stages of development; Adding connectivity around our hubs and connectivity to/from Cameron Station</p>
		<p>GREEN: Provide paths along Eisenhower Avenue with pedestrian connections over the tracks; loop Backlick Run linear park around Boothe to western multi-modal connector and over to Pickett; create park space near metro node, behind Covanta and fire station</p>	<p>GREEN: Add greenway that connects to the multi-modal bridge; Connectivity with Backlick; Connection along Eisenhower Ave; Preserving all existing trails</p>
6		<p>NODES: Dispersed nodes: primary/essential ones at Metro, Trade Center, and Sub-Area 1; secondary nodes at Victory Center and Eisenhower Connector</p>	<p>NODES: Multiple nodes preferred over central node; Suggested 3 nodes; Discussion – What do they look like? Center of Activity; Where are the 'cross connections' of the nodes? Multiple nodes?? Vs. Central nodes? Need more than one</p>
		<p>CONNECTIONS: Medium grid</p>	<p>CONNECTIONS: 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?</p>
		<p>GREEN: Create greenway at eastern multi-modal connector and mirror Backlick Run linear park along south side of tracks with connections to Boothe and Brenman</p>	<p>GREEN: Brenman Park now a good multi-use trail; Walking paths: bike and walking to metro as possibility; Van Dorn not a good option for connectivity to busy greenway; Connect between parks, e.g., Boothe and Clermont Industrial Park; Discussion – pedestrian; non-auto connections; Brenman 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., Boothe to Clermont natural park</p>
7		<p>NODES: 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</p>	<p>NODES: Primary node = Van Dorn Metro (nearby); Multi, secondary</p>
		<p>CONNECTIONS: Medium grid with some smaller blocks on the south side of Eisenhower to create smaller development parcels and kick start new projects here</p>	<p>CONNECTIONS: Connect Farrington to Pickett and Edsall; Add some streets (east/west) off Eisenhower</p>
		<p>GREEN: Enhance continuous greenway along streams from Cameron Run to Fairfax/Turkeycock Run system; create pond with node in sub-area 1</p>	<p>GREEN: Follow water run (along floodplain) with greenway; Pond near Pickett and Farrington</p>
8		<p>NODES: Major node at Metro, secondary at Victory Center and Eisenhower Connector; Destination at Metro, office/retail at Victory Center, neighborhood serving retail further east; school in sub-area 1</p>	<p>NODES: Van Dorn metro should be a sizable node; Table prefers multiple nodes; Victory Center could become a subordinate node to metro; Van Dorn main; Victory Center and Pickett as secondary</p>
		<p>CONNECTIONS: Prefer eastern multi-modal connector, medium grid and let development drive the smaller street network</p>	<p>CONNECTIONS: Table leans toward medium to largest with connectivity to Cameron Station; Mix between the larger blocks and middle to establish critical mass during early stages of development; Adding connectivity around our hubs and connectivity to/from Cameron Station</p>
		<p>GREEN: Linear path along south side of railroad tracks, connects south to metro and north to Boothe</p>	<p>GREEN:</p>