



Meeting Summary

July 14, 2008 7:00 p.m.

Fairfax County Chamber of Commerce

- I. Call to Order
- II. Meeting Summary: The summary of the June 30, 2008 Task Force meeting was approved as submitted.
- III. Announcements: Prior to his participation in the discussion of Urban Design Guidelines, Chairman Tyler asked G.B. Arrington of PB PlaceMaking to provide the Task Force with examples of Implementation entities from other Transit-Oriented Development areas around the country.
- IV. [Discussion of PB's Draft Urban Design Guidelines](#): G.B. Arrington and Jignesh Mehta of PB PlaceMaking participated in the Task Force discussion of the July 9 draft Urban Design Guidelines, via telephone. Chairman Tyler asked that PB complete these guidelines for discussion at the next Task Force meeting August 11. Brenda Krieger, Chair of the Implementation Subcommittee, requested that Mr. Arrington consult with her about the need for flexibility in the guidelines.

There was considerable discussion about the examples of block sizes in the draft guidelines. It was pointed out that in downtown Washington, D.C., many blocks are 300 by 600 feet, whereas in midtown Manhattan they are typically 200 feet wide by 400 to 900 feet long. In New York long and short block combinations work well together. Task Force members felt that Portland sized blocks of 200 by 200 feet are too small, but that 400 by 400 feet might be too large for Tysons.

Mr. Arrington noted that PB is trying to create pedestrian permeability around the Metro station areas. However, block sizes may well be larger near the Tysons 123 and Tysons East stations than near the Tysons West and Tysons Central 7 stations due to existing constraints.

Task Force member Bruce Wright noted that the draft guidelines do not include enough discussion of bicycle facilities. He requested that the need to make Tysons accessible to both pedestrians and bicyclists be introduced at the beginning of the guidelines. He also offered to email PB staff his more detailed comments.

Task Force member Stella Koch suggested that the names of street types be changed from Medium Arterial to Boulevard and from Minor Arterial to Avenue. The typology would then include Major Arterials, Boulevards, Avenues, Local Streets and Main Streets. The point was made that the existing urban design guidelines for the Merrifield area of Fairfax County included similar names for street types, and that PB should consult those guidelines. The question was also raised as to whether there were simpler names for the Tree and Street Furniture Zone and the Facade Shy Zone.

Task Force member Irv Auerbach noted that the main guidance the group could give PB was on the range of block sizes within station areas and non-station areas. Wade Smith asked why there were larger block sizes in the non-TOD areas. Chairman Tyler requested that PB include smaller blocks along circulator routes in non-TOD areas.

There was some discussion of the illustrations PB included in the guidelines. It was suggested that there be illustrations of a section of Route 7 at a station area, with above-ground Metro and without service lanes; Route 7 outside a station area; Route 123 at the station area, with the Metrorail line to its north; and Route 123 outside a station area.

Another Task Force suggestion was that the guidelines discuss pedestrian crossing times, especially of Routes 7 and 123. There should also be illustrations of how the new Tysons will appear to pedestrians. The suggestion was made that the guidelines also address signage and wayfinding. Mr. Arrington responded that the guidelines should provide a “toolbox” of options for aspects such as signage and bicycle facilities rather than prescribe specific recommendations.

Finally, there was some discussion of the widths of sidewalks, and the need for illustrations showing restaurant seating closer to buildings, with the public portion of sidewalks closer to the curb.

At the end of the discussion, Chairman Tyler asked Task Force members to email PB staff any additional comments. Mr. Arrington also welcomed Task Force suggestions for illustrations and photographs, such as Washington, D.C.’s redesign of K Street to accommodate Bus Rapid Transit.

- V. [Discussion of Draft Executive Summary](#): Doug Sarno of The Perspectives Group worked with Clark Tyler on a brief summary of the Task Force’s vision for Tysons. Chairman Tyler’s intent is to present this summary to the Board of Supervisors on September 22. The suggestion was made that, since this document is intended to be a standalone piece, it not be titled an “executive summary.” Rather, it will be a summary of the Task Force’s main recommendations.

Chairman Tyler asked each Task Force member to comment on this draft. John Jennison suggested that early in the document, the point be made that

redevelopment of Tysons will take place over decades and will be an evolutionary process. Also, rather than the phrase, “The planned extension of Metrorail ... presents the last and best opportunity to get it right,” the point is that it is time for a new plan for Tysons and for a better way to implement that plan.

Ex officio member Ken Lawrence asked to add the concept of establishing a balance between growth and infrastructure, and maintaining that balance through the phasing of new development at Tysons.

Doug Koelemay suggested that the end of the first paragraph be reworded to make the point that redevelopment of Tysons will benefit the surrounding communities. He noted this represents an opportunity for transportation improvements to be in place prior to development. Irfan Ali pointed out the importance of the revenues generated at Tysons to Fairfax County and the regional economy as a whole.

Stella Koch asked that the document begin with a description of the Task Force vision. This could take the form of two to three sentences describing how the new Tysons will feel, making the vision come alive for the audience.

Kahan Dhillon suggested that there be more than one sentence discussing the extent of the Task Force’s community outreach efforts. He also requested that the document include the main findings from the public workshops.

Chairman Tyler suggested that an appendix could be compiled, listing the outreach events. Another appendix could be a list of Task Force members, who they were appointed to represent, and a brief description of their professional backgrounds. Chairman Tyler said that we would send an example biographical statement to the Task Force, after which each member would write their own statement.

Mr. Dhillon also requested additional detail on the community benefits and amenities that the Task Force recommends for the new Tysons. Kohann Whitney added that these should include schools and public art. Amy Tozzi noted that water and sewer should be mentioned under community services.

George Barker suggested that the concepts of pedestrian friendliness and Tysons as a live/work place be emphasized over the more technical term “mixed use development.” He also suggested that the document discuss focusing density *near* transit, rather than *at* transit.

Frank de la Fe pointed out that the document should not include references to the Preferred Alternative, as it is intended to represent the Task Force’s final recommendations.

Keith Turner, Chair of the Transportation Subcommittee, asked that the discussion of transportation be reordered and offered to send Doug Sarno his detailed

suggestions. Chairman Tyler asked that any Task Force members with additional comments send them to Doug by Monday, July 21.

- VI. [Next Steps](#): There was a brief discussion of the handout which included a table, “Steps to Complete Tysons Planning Effort,” and a Process Flow Chart of these steps. Irv Auerbach asked what the Task Force needed to do beyond its input into the Vision Document. Other Task Force members expressed a desire for the Subcommittee Chairs to review Plan text as it is drafted by staff and consultants. It was requested that the “next steps” document be revised to include estimated months prior to the next meeting August 11. It was also requested that the Task Force discuss the character of the eight districts, especially the four non-station areas, at its next meeting.

- VI. Adjourn: The meeting was adjourned at 9:25 p.m.