Tysons Strawman Plan Text
Preliminary Thinking on Phasing

Task Force Recommendations

- The transformation of Tysons will occur organically and incrementally over the next 30 to 50 years. Each step of change and development should move it in the direction of the overall vision.
- A phasing plan that ties the pace of development to the provision community benefits, infrastructure, and public facilities is critical to achieving the vision for Tysons.
- The District Recommendations in the Comprehensive Plan should include an initial assessment of the phasing schedule for each district based on the necessary infrastructure improvements and facilities and the GMU growth forecast.

Staff Perspectives

1. Task Force Recommendations
   - Staff agrees that phasing development to the provision of infrastructure and facilities is critical to implementing the Plan for Tysons.
   - Staff supports the recommendation to create a phasing plan for Tysons to ensure that these key elements are in place.

2. Triggers
   - Development should be phased to the provision of facilities and the achievement of performance objectives. These can be thought of as "triggers" that allow specified thresholds of development to be reached.
   - Examples of triggers:
     - Transportation infrastructure
       - Street grid
       - Ramps to Dulles Toll Road
       - Beltway crossings
       - Additional transit connections
     - Public facilities (a list is included as an attachment)
     - Parks, open space, and recreational facilities
     - Limits on the number of vehicles coming in and out of Tysons during the peak periods
   - Some development triggers might be set for all of Tysons, while others might be set at smaller geographies. For example, Tysons-wide development levels might be tied to the provision of the proposed ramps to the Dulles Toll Road. The provision of parks and open space might be linked to the amount of development allowed in one or two districts. Transportation mode split objectives might be measured at the district or sub-district level.
   - It is likely that a development project will be phased to multiple triggers.
   - The priority and sequence of each trigger and the associated development thresholds will be determined by previous and on-going transportation and public facility analyses, especially the transportation sketch planning and phasing analyses.

3. Development Thresholds
   - Development will need to be monitored closely over time to ensure that it is balanced with infrastructure and facilities. Major infrastructure improvements and public facilities can take many years to fund, design, and construct and must be timed accordingly.
   - An overall phasing plan for Tysons should specify how development thresholds are measured for the different triggers. While the simplest way to measure development is in square feet, the number of residents and employees may be more useful in determining when infrastructure and facilities should be built. Other metrics, such as peak hour vehicle trips on certain portions of the street or highway network, could also be considered.

4. Implementing Phased Developments
   - One method of implementing the phasing strategy is to allow development up to the specified thresholds on a first-come, first-served basis. The advantage of this approach is that it allows landowners who are ready to redevelop their properties to proceed as long as the relevant triggering events have occurred (or goals have been achieved).
   - Another method of phasing development is to allow all sites an equal proportion of the allowed density for each phase. In other words, a development threshold would be set at the district level, and each site would be allowed to build an equal percentage of its maximum intensity. This percentage would increase as successive triggers are reached. The advantage of this approach is that it does not preclude a landowner from redeveloping because other landowners have secured development rights up to a development threshold.
   - A disadvantage of either strategy is the possibility that land might be rezoned to a higher intensity but not built to that intensity. Unlike special exceptions which expire after a certain time, applicants do not have a deadline for constructing their proffered developments. Given the limited amount of density that may be available at certain times, staff can foresee situations in which it may be necessary to re-allocate the unused density from one site to another.
   - While the Draft Strawman of the Plan treats three of the four Metro stations equally for the purposes of allocating intensity (the shopping mall sites at Tysons Central 123 being the exception), market conditions will likely cause certain districts to redevelop earlier than others. Additional consideration should be given to strategies that could allow high growth areas to go above a district-level development threshold while maintaining a Tysons-wide development threshold.

5. Prioritizing Desirable Development
   - It might be appropriate to exempt certain types of development from the transportation-related triggers because they are highly desirable and will have a reduced impact on the transportation network. Examples include buildings within 1/8 mile of Metro stations and residential development, either within the TOD districts or throughout Tysons.
   - Although these types of development could be built prior to the initiation of certain triggers, they would still be expected to contribute to the provision of infrastructure and facility needs.

6. Phased Development Plans
    - Because the street grid will be built over time as redevelopment occurs, the achievement of critical links within the grid should be considered in phasing plans.
    - Similarly, the provision of parks should be a priority in phasing plans.
    - Other priorities that should be addressed in phasing plans are pedestrian access to the Metro stations and the integration of development with the station entrances.
    - The Comprehensive Plan should address how parking ratios should be reduced over time. It will likely be necessary to start with a higher ratio and move toward a lower ratio, but building excess parking in the initial phases of development may encourage auto trips over transit use.
    - Tysons is currently built in a suburban pattern and redevelopment projects are expected to be built over a period of many years, if not decades. As a result, there will be some sites that will remain unbuilt until the later phases of a development. In the past, such sites have been used as surface parking or interim buildings with a suburban form. The Plan should specify and encourage uses for these sites that will enhance the urban character of Tysons, such as green space or a low intensity interim use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid.

Public Facilities Needed to Serve Growth in Tysons
With Estimated Years of Operation Based on GMU High Forecast

Type of Facility	***Threshold***	***Estimated Year of Operation***
Fire Station 29 relocation	Relocation due need for transit-oriented development at Metro station	2010- 2020
Parks, Open Space & Trails ("Green Network")	Provided as redevelopment occurs, based on urban park standard	2010-2050
Elementary School Building	675 elementary students based on 15,700 households, GMU High (1)	2020
New Fire Station	31,400 residents & 140,300 jobs	2020
Satellite Police Station, possibly co-located with New Fire Station	31,400 residents & 140,300 jobs	2020
Community Library OR Regional Library (3)	50,000 residents	2030-2040
Elementary School Building	1,376 elementary students based on 32,000 households, GMU High	2040
Secondary School Expansion	1,120 secondary students based on 32,000 households, GMU High (2)	2040
New Fire Station	64,000 population & 188,600 jobs	2040

(1) Per FCPS, planned capacity of new elementary school is 900 students.
(2) Per FCPS, planned capacity of new middle school is 1,500 students and planned capacity of new high school is 2,000 students. Therefore demand for new secondary school at either level is more than 50% of capacity by the year 2040, and DPZ has assumed the need for a school in that year.
(3) New library may be co-located with an arts center.
(4) Transportation facilities being addressed separately by FCDOT.
(5) Land for facilities should be acquired in advance of year of operation.

Utilities Needed to Serve Growth in Tysons
With Estimated Years of Operation Based on GMU High Forecast

Type of Facility	***Threshold***	***Estimated Year***
Improvements to Wastewater Treatment Facilities	Provided as redevelopment occurs	2010-2050
Dominion Virginia Power Substation	31,400 residents & 140,300 jobs	2020
Fairfax Water:		
2 Distribution Pumps	18,500 residents & 112,600 jobs	2010
Spring Hill Road Water Main	18,500 residents & 112,600 jobs	2010
Northeast Connector	18,500 residents & 112,600 jobs	2010
Distribution Pump	31,400 residents & 140,300 jobs	2020
Southeast Connector	31,400 residents & 140,300 jobs	2020
Route 7 Water Main	31,400 residents & 140,300 jobs	2020
Storage Tank	44,400 residents & 166,700 jobs	2030
Distribution Pump	44,400 residents & 166,700 jobs	2030
Magarity Road Water Main	44,400 residents & 166,700 jobs	2030
Dranesville Water Main	64,000 residents & 188,600 jobs	2040
Storage Tank	64,000 residents & 188,600 jobs	2040
Falls Church Water:		
30 inch main, Rte 123 & Toll Road to I-495	31,400 residents & 140,300 jobs	2020
30 inch main, Rte 123 & I-495 crossing	31,400 residents & 140,300 jobs	2020
24 inch main, Tysons Tank 2	31,400 residents & 140,300 jobs	2020
16 inch main, Tysons Tank 2	31,400 residents & 140,300 jobs	2020
24 inch main, Route 7	44,400 residents & 166,700 jobs	2030