LAND UNIT RECOMMENDATIONS

Site specific recommendations are contained in this section of the Plan. Within each land unit, the Plan reiterates the overall vision for the area. Within each sub-unit, the Plan provides site specific recommendations that establish a planned use and intensity, and often provide options for development which may be for residential uses or for higher intensities based upon compliance with specified conditions. The Plan also provides for higher intensity development in rapid rail station areas. However, recommendations for rapid rail station areas are only intended to be implemented after transit stations have been programmed for design and construction.

The following terms, which are frequently used in the Land Unit Recommendations section, are defined as follows:

Activity Center: An "Activity Center" is a subarea within the Tysons Corner Core. The core area, because of its large size, is envisioned as a collection of three distinct but interrelated "activity centers" of about 90-130 acres each. The three activity centers are: Greensboro Drive (Land Unit M), Tysons II (Land Unit N, Sub-unit L-3, and Sub-unit L-4) and Tysons I (Land Units O and P).

Community Retail: "Community retail" includes shopping centers and related retail facilities that primarily serve a community population of about 40,000 to 150,000, more broadly based than neighborhood shopping centers and related retail facilities.

Development Proposals: "Development proposals" includes all proposed development changes that involve a rezoning, special exception, special permit, and/or proffer condition amendment. The Development Review Guidelines indicate how "development proposals" will be reviewed for conformance with the Area-wide and Land Unit Recommendations.

Mixed-use Development: When the term "mixed-use development" is used, it is intended to encompass both mixed-use areas and mixed-use projects. A mixed-use area is defined as a sub-unit which includes three or more different types of uses within its boundaries with these uses on separate but interrelated sites. A mixed-use project includes two or more physically integrated uses on one site or within one structure.

Neighborhood Retail: "Neighborhood retail" includes shopping centers and related retail facilities that primarily serve a neighborhood population of 40,000 or less, which is usually an area within three to five minutes driving time.

Programmed for Design and Construction: This phrase is used in relation to rapid rail stations and means that, at a minimum, the rail line and its stations have been placed in the region's Long-Range Transportation Plan and design and construction of the rail improvements have been scheduled for implementation by being placed in the Transportation Improvement Program (TIP). The TIP is a six-year program that establishes eligibility for federal funding and is prepared each year by the National Capital Region Transportation Planning Board (TPB), which is composed of representatives from the region's local governments.

Rapid Rail Station: A "rapid rail station" is a transit station for light rail or heavy rail technologies; the term is not intended to refer to transit stations for bus or people mover technologies.

Support Retail and Service Uses: This phrase is used in many sub-unit recommendations and refers to a wide array of uses that serve needs of office workers and/or residents. These uses are usually but not necessarily on the first floor of buildings and may include but not limited to such uses as restaurants, news stands, convenience stores, dry cleaners, florist, copy shops and day care facilities. The area's service needs may not require every building to have these uses.

LAND UNIT A

Land Unit A is comprised of about 87 acres, of which 40 percent is part of the Ash Grove property. This land unit is generally bounded by Old Courthouse Spring Branch EQC on the west, the Dulles Airport Access Road (DAAR) on the north, Route 7 on the east, and Land Unit B on the south. Existing development is predominantly office with support retail. There is also an auto dealership and two single-family houses, one being the Ash Grove house. The Tysons Sheraton Hotel is a gateway landmark at the intersection of Route 7 and the DAAR. The Old Courthouse Spring Branch is a major environmental feature in the western part of the land unit which forms part of a clearly delineated edge of Tysons Corner and also forms a buffer area next to the single-family neighborhoods to the west.

The portion of Land Unit A that is located in the West Route 7 non-core area includes those properties east of the Courthouse Spring Branch EQC. The vision for the area fronting on Route 7 is for gradual redevelopment of the strip retail centers and auto dealerships to mid-rise and high-rise office development that should include support retail and service uses. In addition, whenever feasible, auto showrooms and community retail uses are encouraged to be incorporated into new office buildings. The intent is to retain Route 7 as a strong retail area that serves a wide range of retail and service needs. The offices that have developed away from Route 7 are envisioned to remain; however, the unimproved property adjacent to the EQC is planned for housing that can be integrated with the surrounding commercial developments.

The EQC/Gosnell Edge includes the Old Courthouse Spring Branch EQC and those properties west of the EQC that form the western boundary of Tysons Corner. This portion of Land Unit A provides a visual and physical separation between Tysons Corner and the adjacent neighborhoods. The Old Courthouse Spring Branch EQC, which has been preserved with its dense vegetation, provides a substantial barrier from the DAAR southward toward Gosnell Road. The vision is to complete the established development pattern through compatible infill development adjacent to this EQC to form a strong boundary and transitional area on this edge of Tysons Corner.

The major transportation improvement for this land unit is a section of the new collector road to connect from Ashgrove Lane south to Gosnell Road and then continuing southward across Route 123 with a grade separation to connect with Boone Boulevard. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed, or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

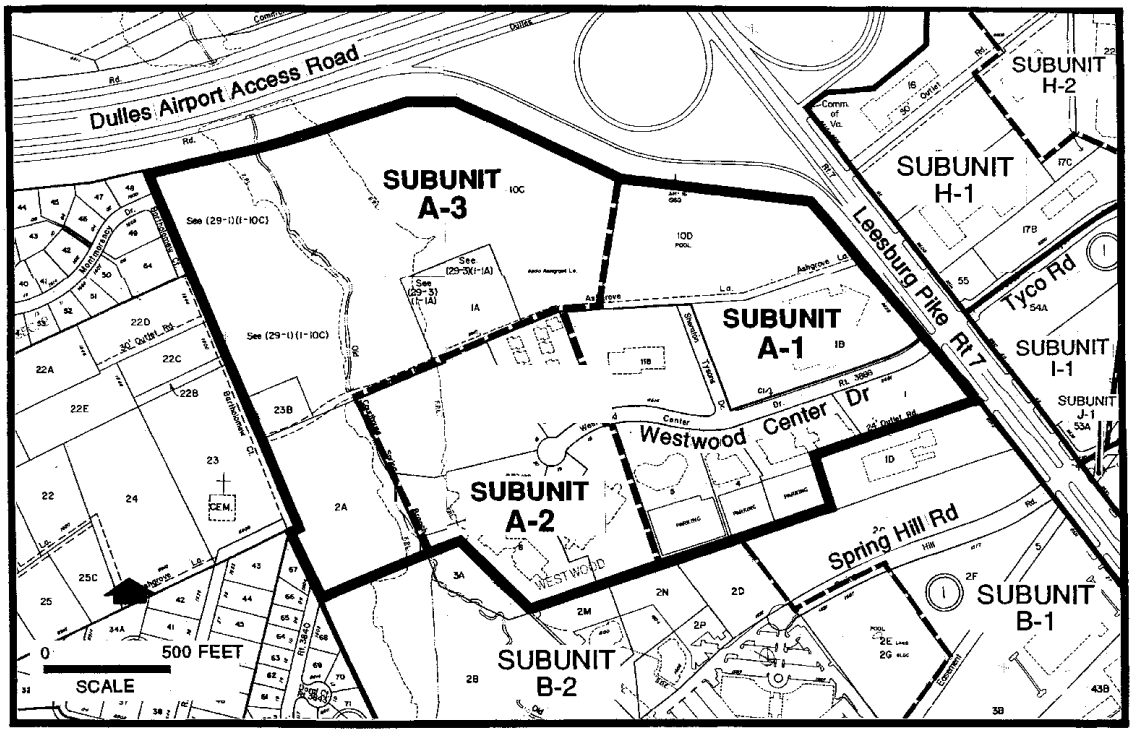

FIGURE 20

LAND UNIT A
TYSONS CORNER URBAN CENTER

SUB-UNIT A-1

Sub-unit A-1 is planned for and developed with office, hotel, and support retail and service uses up to 1.0 FAR, except for Parcel 29-3((1))1B which is developed and planned for auto sales uses. The existing auto sales use is appropriate and may be expanded as a component of Tysons Corner's retail sector.

Option

As an option, parcel 29-3((1))1B is appropriate to redevelop in its entirety for office use with support retail and service uses up to 1.0 FAR. In addition, it is encouraged that the current auto showroom on this parcel be incorporated into the new office development. Redevelopment should provide a focal point to help unify the subunit. A development proposal should show how pedestrian linkages and urban design amenities will integrate this site with surrounding properties. The property's pedestrian system should provide a link from the adjacent hotel's main entrance to Westwood Center Drive. A courtyard, plaza or other pedestrian open space amenity is encouraged along the pedestrian linkage.

Height Limits: The Tysons Sheraton Hotel is a gateway landmark which is 215 feet tall. The remainder of the sub-unit has a height limit of 105 feet (see Building Heights Map, Figure10, and Building Height Guidelines).

SUB-UNIT A-2

Sub-unit A-2 is planned for and developed with office, and support uses such as day care and local-serving retail up to .5 FAR, except for Parcel 29-3((20))10A which is planned for and developed with a hotel use.

Option

As an option, the hotel (Parcel 29-3((20))10A) is appropriate to redevelop as a more intense hotel, office with support retail and service uses, retail, and/or residential use up to .80 FAR. Pedestrian and vehicular linkage between Westwood Drive and Sub-unit A-3 should be provided as indicated in the Urban Design and Transportation sections of the Area-wide Recommendations. Consolidation of this parcel with adjacent property in Sub-unit A-3 is encouraged. A development proposal should show how redevelopment of this parcel will be integrated with development in Sub-unit-A-3 through pedestrian linkages and other urban design amenities.

Height Limit: Up to 75 feet (see Building Heights Map, Figure 10, and the Building Height Guidelines).

SUB-UNIT A-3

Sub-unit A-3 is traversed by Old Courthouse Spring Branch and its related EQC. The heavily wooded section west of Old Courthouse Spring Branch includes a portion of Parcel 29-1((1))10C, as well as Parcels 28-4((1))23B and 2A. This western section is oriented to the adjacent single-family neighborhoods and is limited to access from the adjacent neighborhood streets. The eastern section includes the Ash Grove House and related outbuildings, which is on the County's Inventory of Historic Sites. The Ash Grove House is on Parcel 29-1((1))10C, and Parcel 29-3((1))1A contains another single-family dwelling. This eastern area has access via Sheraton Tysons Drive and Westwood Center Drive to Route 7.

Sub-unit A-3 is planned for residential use at 1 dwelling unit per acre, except for the Old Courthouse Spring Branch EQC which is planned for public open space use. West of Old Courthouse Spring Branch, any proposed development should provide dedication of EQC to the Fairfax County Park Authority and should maximize tree save, which may allow for the consideration of cluster development. Further, the access to the property west of Old Courthouse Spring Branch should be equitably distributed to two or more streets cul-de-saced so as to minimize impact on adjacent residentially developed properties.

East of Old Courthouse Spring Branch, the Ash Grove House and associated property on Parcel 29-1((1))10C is a private use that should be preserved either in its present use or as a public park site. If the Ash Grove House were to be part of a public use, a minimum of two acres of non-EQC land should be preserved around the house and outbuildings. In addition the current private road that has access from the neighborhoods to the west should be blocked off so as to not provide public vehicular access across the EQC from Route 7.

Option

As an option, the portion of Sub-unit A-3 that is east of Old Courthouse Spring Branch is appropriate for residential use at 8 to 16 dwelling units per acre, if this area is fully consolidated

and if the proposal results in a quality living environment, which should yield approximately 18 to 30 dwelling units per acre on the non-EQC land area. Development proposals under this option must provide for the following:

- Multi-family residential use should be the predominant residential use (i.e., approximately 60 percent of residential units); with townhouse residential units only to be considered within a residential development, if designed as an integral component of the residential development and if designed with a scale, building mass and building orientation that is compatible with the Ash Grove House.

- The Ash Grove House, and a minimum of two acres of associated non-EQC property, on Parcel 29-1((1))10C should be dedicated to the Fairfax County Park Authority to be used as a public park site or other appropriate adaptive use. The Ash Grove House and associated property should be preserved in a manner that minimizes the disturbance and avoids the destruction of significant heritage resources. In addition, the specimen trees, located immediately to the north (i.e., the two American hollies, *Ilex opaca*) and east (i.e., the two Norway spruce, *Picea abies*) of the house, should be included in the preservation area for the house.

- Residential development should be designed in a manner that ensures that the Ash Grove House and surrounding grounds are a prominent site feature with public vehicular access from Sheraton Tysons Drive to the Ash Grove House designed to provide a direct connection creating a vista to the Ash Grove House, designed to have the appearance of a public street and to prohibit direct vehicular access from individual townhouse units. In addition, residential development should be designed in a manner that provides adequate buffering and screening from nonresidential development to the east and south, which should include the preservation of existing mature vegetation and supplemental plantings adjacent to both the eastern and southern property lines.

- On-site recreation facilities that are sufficient to serve the proposed residential community, should be provided which could include a community center, pool, tennis court, as well as tot lots or other similar recreational facilities.

- The EQC located on the east side of Old Courthouse Spring Branch within Sub-unit A-3 should be preserved as public open space through dedication to the Fairfax County Park Authority and should be developed with a pedestrian trail system that is designed to connect the Ash Grove House to portions of this residential development and the office area to the south.

- Urban streetscapes and a pedestrian circulation system (i.e., sidewalks and/or trails) should be provided including appropriate urban design amenities such as plazas, courtyards, community greens, street trees, landscaping, and other pedestrian open space amenities.

- Appropriate noise mitigation measures should be provided to buffer noise from the Dulles Airport Access Road and Dulles Toll Road. These mitigation measures should include the provision of noise walls to be located along the property line and buffer areas adjacent to residential development. The buffer areas should be designed in such a way as to maximize the preservation of existing mature vegetation and incorporate supplemental plantings.

- Public vehicular access across Old Courthouse Spring Branch shall not be provided to Route 7.

- Development should be designed to connect to the new collector road which will extend from Ash Grove Lane south to Gosnell Road.

Height Limit: Up to 105 feet adjacent to Tysons Sheraton Hotel and up to 75 feet on the remaining area east of the EQC. Up to 35 feet west of the EQC (see the Building Heights Map, Figure 10, and the Building Height Guidelines).

LAND UNIT B

Land Unit B is comprised of about 104 acres and is bounded by Route 7 on the east, Gosnell Road on the south, Old Court House Spring Branch EQC on the west, and Land Unit A on the north. Existing land use is predominantly auto sales and other retail uses along the Route 7 frontage, with the only exceptions being two office buildings and a hotel. Most of the areas off Route 7 and outside the Old Courthouse Spring Branch EQC are developed in office use.

The portion of Land Unit B that is located east of the Old Courthouse Spring Branch EQC is within the West Route 7 non-core area. The vision for the area fronting on Route 7 is for gradual redevelopment of the strip retail centers and auto dealerships to mid-rise and high-rise office buildings that should include support retail and service uses. In addition, whenever feasible, auto showrooms and community retail uses are encouraged to be incorporated into new office buildings. The intent is to retain Route 7 as a strong retail area that serves a wide range of retail and service needs. The offices that have developed away from Route 7 are envisioned to remain. In the event that rail is extended through Tysons Corner, a rail station may be located in proximity to this land unit. The portion of auto dealerships and community retail sites backing to the EQC are planned with an option for mixed-use with housing if a rapid rail station site is selected and programmed for design and construction in proximity to this land unit.

The portion of Land Unit B that forms part of the EQC/Gosnell Edge provides a visual and physical separation between Tysons Corner and the adjacent neighborhoods. The Old Courthouse Spring Branch EQC, which has been preserved with its dense vegetation, provides a substantial barrier from the DAAR southward toward Gosnell Road. The vision is to complete the established development pattern through compatible infill development adjacent to this EQC to form a strong boundary and transitional area on this edge of Tysons Corner.

The major circulation improvement for this land unit is a section of the new collector road to connect Ash Grove Lane south to Gosnell Road. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT B-1

Sub-unit B-1 is planned for and developed with auto sales and retail uses, except for three parcels, Tax Map 29-3((1))2F, 43A, and 43B, which are planned for and developed with office and hotel uses. The existing auto sales and other retail uses along Route 7 are appropriate and may be expanded as a component of Tysons Corner's retail sector.

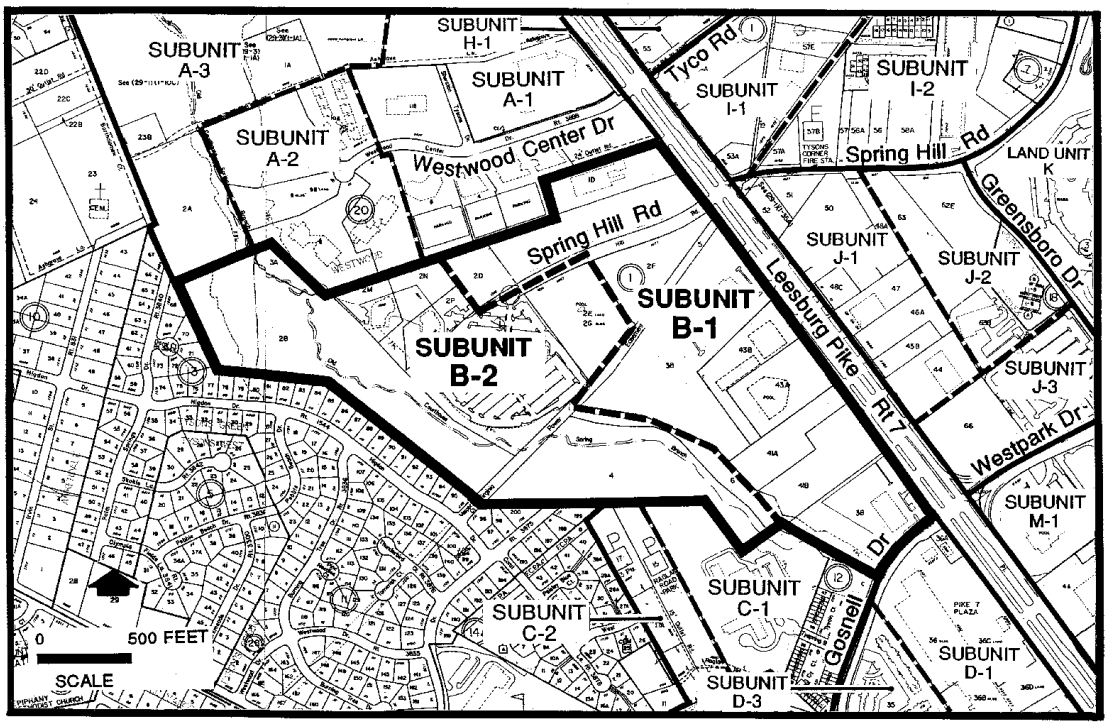

FIGURE 21

LAND UNIT B
TYSONS CORNER URBAN CENTER

Options Without Rail

As an option, the auto sales or retail uses are appropriate to redevelop in their entirety for office use with support retail and service uses up to .70 FAR. If the parcels containing auto sales or retail uses redevelop, these functions are encouraged to be incorporated into the new office developments. This is an area which offers significant opportunities to provide urban design amenities and better integrate development in this land unit. The pedestrian system should provide several mid-block connections between the trail adjacent to the EQC and Route 7 and include pedestrian-oriented courtyards, plazas, or other pedestrian open space amenities. In addition, one or more focal points should be created through the grouping of buildings around a plaza that is interconnected by the pedestrian system to the remainder of the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities.

As an option, the planned office use on any portion of the sub-unit is also appropriate to redevelop with residential use with logical and substantial parcel consolidation that will not preclude other parcels from developing in conformance with the Plan. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development up to 1.5 FAR (for all nonresidential uses) is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height Limit: Up to 105 feet. (See the Building Heights Map, Figure 10, and Building Height Guidelines.) If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT B-2

Sub-unit B-2 is planned for and developed for office use with support retail and service uses up to .50 FAR, except for Old Courthouse Spring Branch EQC which is planned for open space and except for Parcel 29-3((1))2E which is planned for and developed with hotel use.

Options

As an option, the existing hotel use (Parcel 29-3((1))2E) is appropriate to redevelop in its entirety as office use with support retail and service uses up to .70 FAR to be consistent with surrounding development. Consolidation of this parcel with adjacent property is encouraged. A development proposal should show how redevelopment of this parcel will be integrated with neighboring development through pedestrian linkages and other urban design amenities. In the event that a rapid rail station site is selected and programmed for design and construction adjacent to Sub-unit B-1, this parcel may be within 1,600 feet of the station platform and may be redeveloped in accord with the Option with Rail outlined in Sub-unit B-1.

As an option, the planned office use on Parcel 29-3((1))2E is also appropriate to redevelop with residential use. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations Section.

Height Limit: Up to 75 feet (see the Building Heights Map, Figure 10, and the Building Heights Guidelines). If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

LAND UNIT C

Land Unit C is comprised of about 68 acres. This land unit is bounded by Old Courthouse Spring Branch EQC on the north, Gosnell Road on the east, Route 123 on the south and the Town of Vienna on the west. Existing land use is predominantly residential, with public facility and park uses along the western edge. Townhouses make up the majority of the housing, but there is also a multi-family development providing housing for the elderly.

Land Unit C forms part of the EQC/Gosnell Road Edge which provides a significant visual and physical separation between Tysons Corner and the adjacent neighborhoods. The Old Courthouse Spring Branch EQC, which has been preserved with its dense vegetation, provides a substantial barrier from the DAAR southward toward Gosnell Road. At Gosnell Road to its intersection with Route 123, the transition is provided with a combination of public lands with dense vegetation adjacent to Vienna and a larger area being redeveloped with townhouses. The vision for this area is to complete the established development pattern through compatible infill development to form a strong boundary and transitional area on this edge of Tysons Corner.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT C-1

Sub-unit C-1 is planned for residential use at 5 to 8 dwelling units per acre. To exceed the low end of the range, logical and substantial parcel consolidation should be provided to ensure well-designed projects that function efficiently and do not preclude the development of adjacent parcels in conformance with the Plan. Development proposals should show how new development will integrate with other development within this land unit through pedestrian linkages and other urban design amenities. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendation #7.

Height Limit: Up to 35 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT C-2

Sub-Unit C-2 is planned for and developed with public parks and other public facilities. Public facilities include the Town of Vienna water tower, Raglan Road Park, and Freedom Hill Park. The City of Falls Church owns Parcel 29-3((1))28. Any public use of parcels in this area should maintain open space buffer areas between the public use and the adjacent single-family neighborhoods to provide appropriate separation between uses. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendation #6.

Height Limit: Up to 35 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

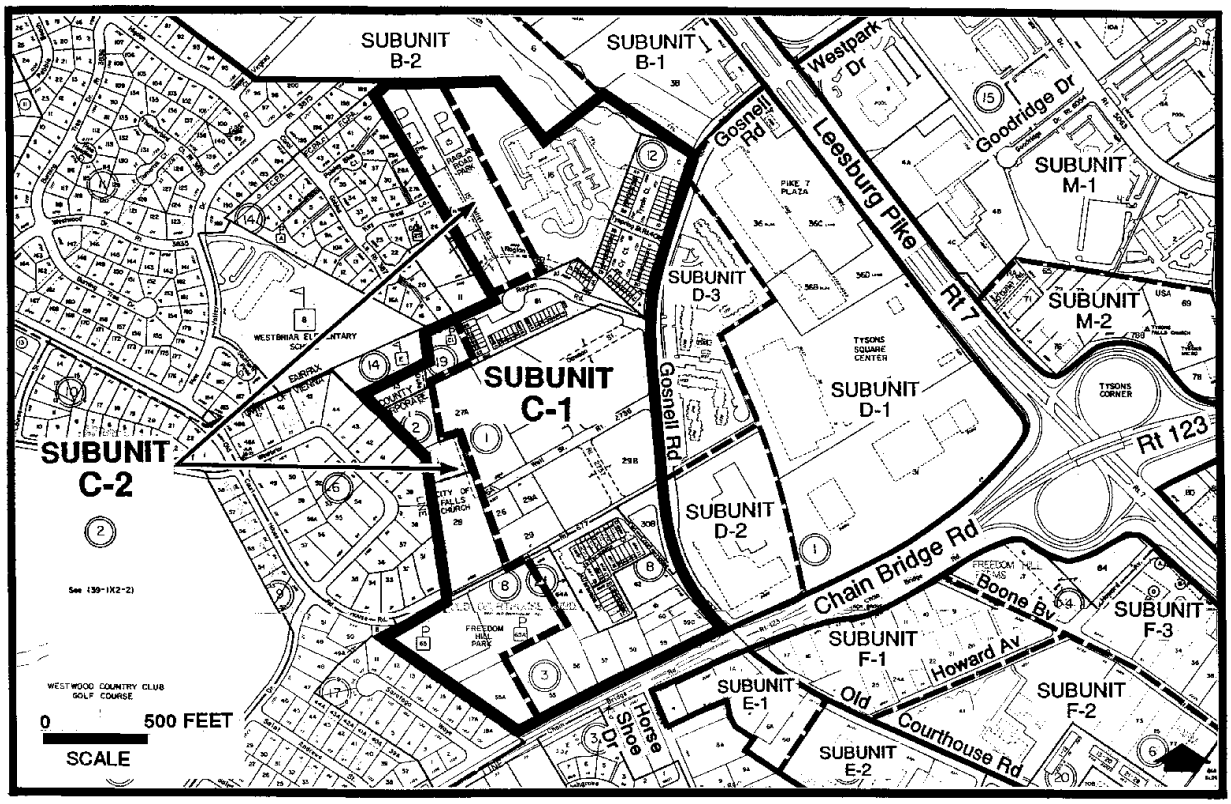

FIGURE 22

LAND UNIT C
TYSONS CORNER URBAN CENTER

LAND UNIT D

Land Unit D is comprised of about 67 acres. This land unit is bounded by Route 7 on the east, Route 123 on the south, and Gosnell Road on the north and west. Existing land use is a mix of retail, auto dealerships, office and multi-family residential uses.

Land Unit D is located within the West Route 7 non-core area. The vision for the area fronting on Route 7 is for gradual redevelopment of the strip retail centers and auto dealership to mid-rise and high-rise office buildings that should include support retail and service uses. In addition, whenever feasible, auto showrooms and community retail uses are encouraged to be incorporated into new office buildings. The intent is to retain Route 7 as a strong retail area that serves a wide range of retail and service needs. The offices that have developed away from Route 7 are envisioned to remain. In the event that rail transit is extended through Tysons Corner, a rail station may be located in proximity to this land unit.

The major circulation improvement for this sub-unit is a section of the new collector road to extend from Gosnell Road southward across Route 123 with a grade separation to connect with Boone Boulevard. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT D-1

Sub-Unit D-1 is planned for and developed with community-serving shopping centers, and auto dealerships. The existing auto sales and other retail uses along Route 7 are appropriate and may be expanded as a component of Tysons Corner's retail sector.

Option without Rail

As an option, the auto sales and/or retail uses are appropriate to redevelop to office with support retail and service uses up to 0.7 FAR. If the parcels containing auto sales or retail uses redevelop, these functions are encouraged to be incorporated into the new office developments. This is an area within Tysons Corner which offers significant opportunities to provide urban design amenities and better integrate development in this land unit. The pedestrian system should provide several mid-block connections between the new collector road and Route 7 and include courtyards, plazas, and/or other pedestrian open space amenities. In addition, one or more focal points should be created through the grouping of buildings around a plaza that is interconnected by the pedestrian system to the remainder of the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities.

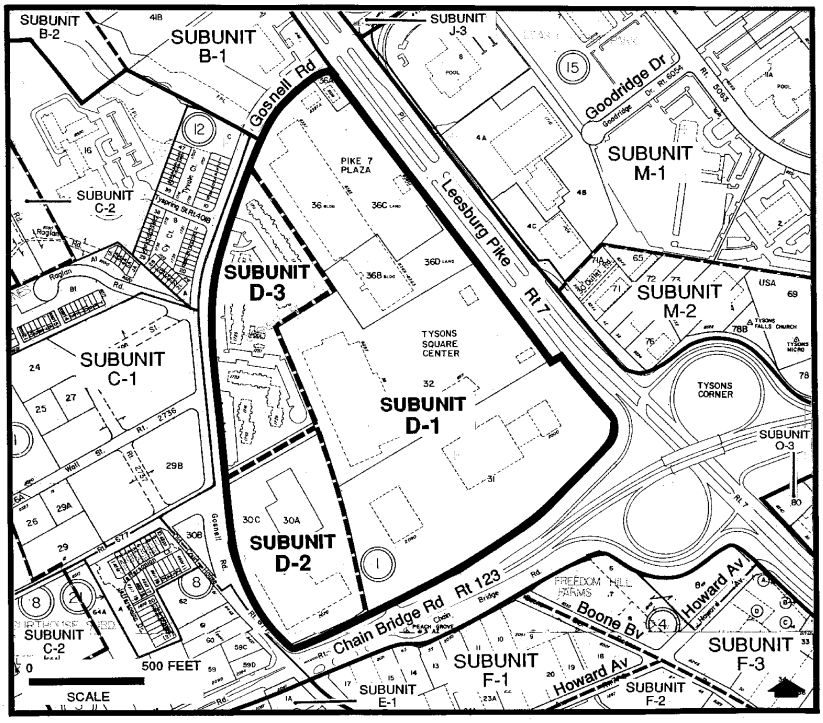

FIGURE 23

LAND UNIT D
TYSONS CORNER URBAN CENTER

As an option, the planned office use on any portion of the sub-unit is also appropriate to redevelop with residential use with logical and substantial parcel consolidation that will not preclude other parcels from developing in conformance with the Plan. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height Limit: Up to 105 feet. (See Building Heights Map, Figure 10, and Building Height Guidelines.) If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the

resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT D-2

Sub-Unit D-2 is planned for and developed with office and support retail and service uses.

Height Limit: Up to 90 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT D-3

Sub-Unit D-3 is planned for and developed with multi-family residential use at 16 to 20 dwelling units per acre (garden apartments) to provide for an appropriate transition between the office and retail uses along Route 7 and the townhouse uses planned in the area west of Gosnell Road.

Height Limit: Up to 45 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

LAND UNIT E

Land Unit E is comprised of about 34 acres. This land unit is the long narrow strip of non-residential development on the south side of Old Courthouse Road, between Route 123 and Gallows Road. Existing land use is predominantly low-rise office use, except for retail uses at the Route 123 and Old Courthouse Road intersection.

Land Unit E forms the Old Courthouse Road Edge which is part of Tysons Corner's southern boundary. In this land unit, low-rise offices provide a transition in scale and intensity from the mid-rise and high-rise commercial development along Route 7 to adjacent single-family neighborhoods. The vision for this edge is to retain the existing low-rise office character through compatible infill development.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT E-1

Sub-unit E-1 is planned for and developed with office and retail uses up to .35 FAR. Development in this area should be of a low-rise scale and character that provides a transition and is compatible with the adjacent neighborhood. All development proposals should provide for pedestrian circulation (sidewalks and/or trails), streetscape and other urban design amenities to create an attractive and pedestrian-oriented area.

Height Limit: Up to 35 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT E-2

Sub-unit E-2 is planned for and developed with office use up to .50 FAR. Development should have a low-rise scale and character that provides a transition and is compatible with adjacent neighborhoods. All development proposals should provide for pedestrian circulation (sidewalks and/or trails), streetscape and other urban design amenities to create an attractive and pedestrian-oriented area.

Height Limit: Up to 35 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

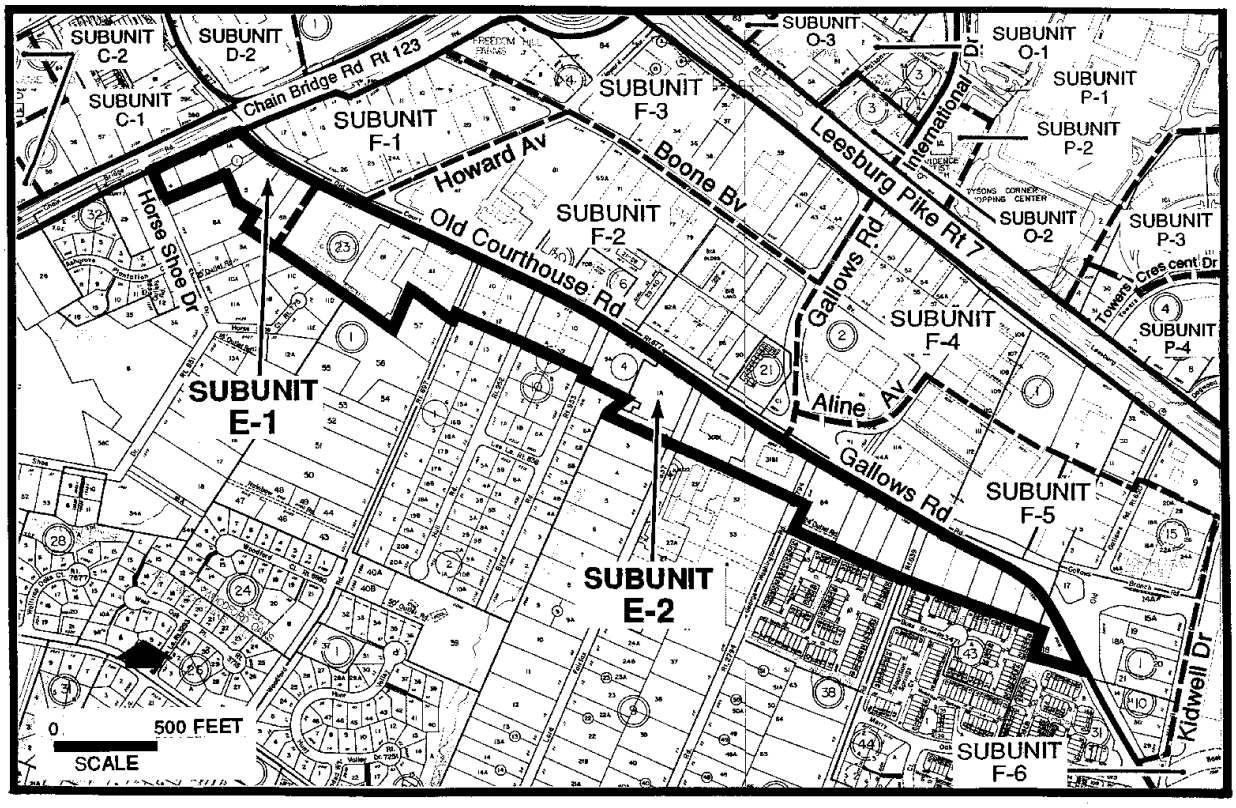

FIGURE 24

LAND UNIT E
TYSONS CORNER URBAN CENTER

LAND UNIT F

Land Unit F is comprised of about 148 acres. This land unit is bounded by Route 7 on the north, the Capital Beltway on the east, Old Courthouse Road on the south and Route 123 on the west. Along Route 7, development includes a variety of strip retail uses, and large office buildings with retail uses. Away from Route 7, to the south, the area is predominantly developed with mid-rise office buildings which transition to the Old Courthouse Road Edge (Land Unit E).

Land Unit F is located in the East Route 7 non-core area, which is located south of the core. The vision for the area fronting on Route 7 is for gradual redevelopment of the strip retail to mid-rise and high-rise office buildings that should include support retail and service uses. Away from Route 7, the vision is for compatible infill with mid-rise office buildings with structured parking replacing existing surface parking lots.

The major circulation improvement for this land unit is a section of the new collector road to extend from Gosnell Road southward across Route 123 with a grade separation to connect with Boone Boulevard. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County. Right-of-way for the grade separated crossing should also be dedicated.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT F-1

Sub-unit F-1 is planned for and developed with retail uses, except for Parcels 39-1((6))18,24,25,26 which are planned for office use. The existing retail uses along Route 123 are encouraged to remain as a component of Tysons Corner's retail sector. All development proposals should provide for pedestrian circulation (sidewalks and/or trails), streetscape and other urban design amenities to create an attractive and pedestrian-oriented area.

<u>Option</u>

As an option, the retail uses are appropriate for redevelopment to office use with support retail and service uses up to 0.7 FAR to create a transition between development along Route 7 and the Old Courthouse Road edge.

This is an area which offers significant opportunities to provide urban design amenities and better integrate development in this land unit. The pedestrian system should provide mid-block connections and include pedestrian-oriented plazas, courtyards or other pedestrian open space amenity. One or more focal points should be created through the grouping of buildings around a plaza that is interconnected by the pedestrian system to the remainder of the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to ensure well-designed projects that function efficiently. Development proposals under this option

are encouraged to provide building orientation to Howard Avenue, Boone Boulevard, and/or Route 123 or to pedestrian circulation systems. Mid-block pedestrian connections (sidewalks) should be provided between Route 123 and Howard Avenue.

Height Limit: Up to 90 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

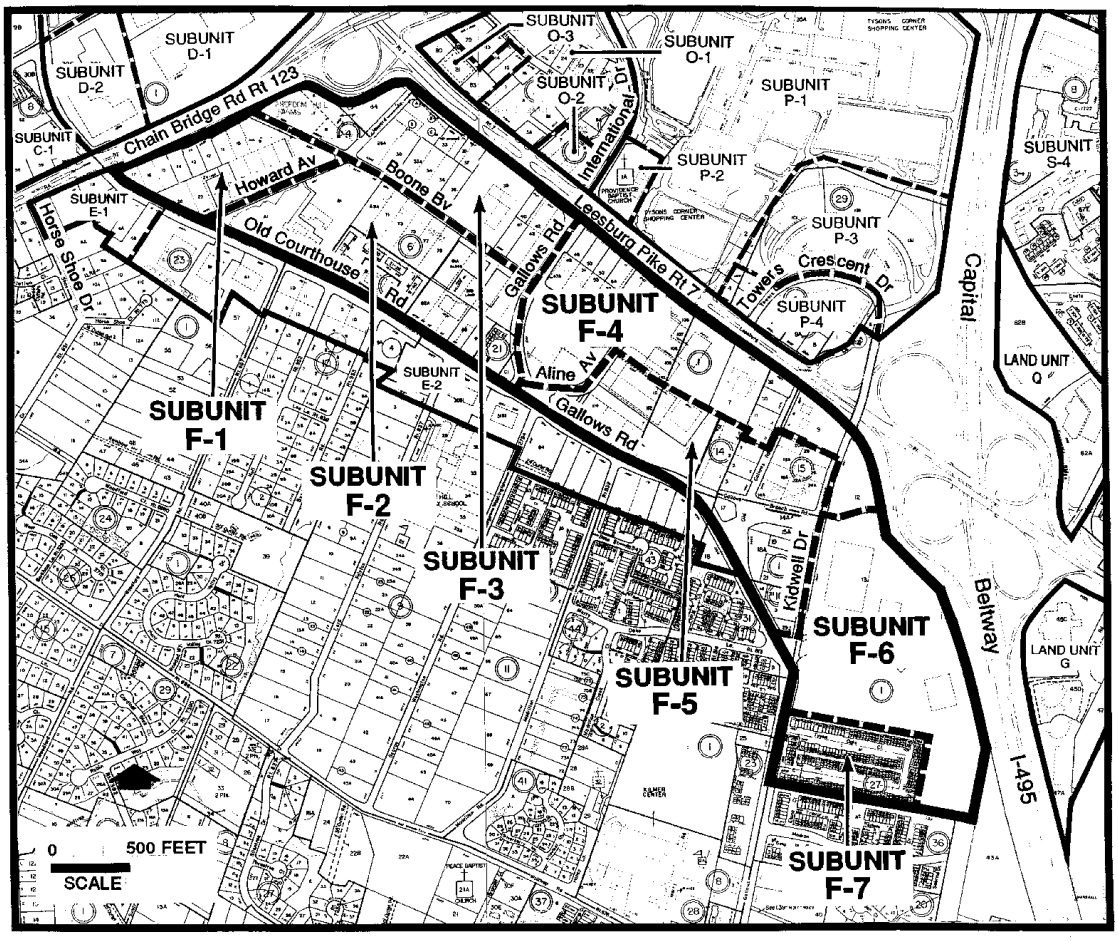

FIGURE 25

LAND UNIT F
TYSONS CORNER URBAN CENTER

SUB-UNIT F-2

Sub-unit F-2 is planned for and developed with office use with support retail and service uses, up to 1.0 FAR to create a transition between development along Route 7 and the Old Courthouse Road edge. Development proposals must provide a central walkway between Howard Avenue and Gallows Road, parallel to Boone Boulevard. This walkway should be connected by sidewalks to all the buildings on either side of it. Where security requirements of a specific site preclude connection to the central walkway, the property owner should provide an

alternative pedestrian system that meets the need of the user and still facilitates development of an integrated pedestrian system. Care should be taken to ensure that the pedestrian connection from the building to the central walkway is safe and pleasant, not requiring the pedestrian to walk in vehicle travel lanes or through a parking structure. In addition, mid-block pedestrian connections should provide access from the walkway to Boone Boulevard and Old Courthouse Road.

Height Limit: Up to 90 feet on the Boone Boulevard side and up to 60 feet on the Old Courthouse Road side (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT F-3

Sub-unit F-3 is planned for and developed with office use with support retail and service uses up to 1.2 FAR, except for Parcels 39-2((2))39,40,41 and Parcels 39-1((6))33,35,37,38 which are planned for and developed with auto sales and retail uses. Development proposals should show how redevelopment will integrate with surrounding areas through pedestrian linkages, streetscape and other urban design amenities to create an attractive and pedestrian-oriented area.

Option

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and does not preclude other properties from developing in accord with the Plan, the auto sales and retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR.

This is an area which offers significant opportunities to provide urban design amenities and to better integrate development. The redevelopment of these properties could facilitate the creation of a significant focal point and unify this portion of Land Unit F. To create a focal point, the pedestrian system should include at least one pedestrian-oriented courtyard, plaza or other pedestrian open space amenity. Development proposals under this option must provide for the following:

- For sites with Route 7 frontage, buildings should be oriented to Route 7; sites with frontage on both Route 7 and Boone Boulevard should provide building entrances that are oriented to both streets.

- Development proposals should provide for better integration of the development in the sub-unit through pedestrian linkages and urban design amenities. In this sub-unit, mid-block pedestrian connections should be provided to link Route 7 and Boone Boulevard.

Height Limit: Up to 105 feet along Route 7, except at the interchange of Routes 7 and 123 where up to 120 feet is appropriate (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT F-4

Sub-unit F-4 is planned for and developed with office with support retail and service uses up to 1.2 FAR, except for Parcel 39-2((1))9, Parcels 39-2((2))48,50,52,54,56A,58 and Parcels 39-2((15))9,11,30,32, which are planned for and developed with retail uses. All development

proposals should provide for pedestrian circulation (sidewalks and/or trails), streetscape and other urban design amenities to create an attractive and pedestrian-oriented area.

Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and does not preclude other parcels from developing in accord with the Plan, the retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR.

As an option, mixed-use development up to 1.27 FAR may be appropriate for Parcel 39-2((2))106 (which is split between Sub-Units F-4 and F-5), if consolidated with Parcels 39-2((2))114, 114A, D1 and D2 (in Land Unit F-5) and the resulting mix of uses has no more traffic impact than would result from office use at 1.2 FAR on the Sub-Unit F-4 portion and office use at 1.0 FAR on the Sub-Unit F-5 portion. In addition, the following conditions should be met:

- A transportation analysis should be performed in conjunction with any development application which should demonstrate how the area pedestrian and vehicular circulation can be improved; commitments for improvements identified as needed to improve circulation and mitigate transportation impacts directly related to site generated traffic should be provided;

- Transportation Demand Management (TDM) commitments are made which include both new and existing development and that should result in a minimum of 20% of the total site-generated trips being made by non single occupancy vehicles (non-SOV) transportation, consistent with the County's goal for transit use in the Tysons Corner Urban Center and;

- If a hotel is proposed as part of a mixed-use development, the hotel should provide for community-serving amenities such as meeting spaces.

All the above options should unify this portion of Land Unit F through the creation of several focal points. To create these focal points, the development should include at least one pedestrian-oriented courtyard, plaza or other pedestrian open space amenities. New development should interconnect with the area's pedestrian system which should provide mid-block connections between Route 7 and Sub-unit F-5 and should extend the central walkway (as described in Sub-unit F-2) to Kidwell Drive. In addition, any new development should be of high-quality in terms of site design, building design and materials, and should be architecturally compatible with existing structures.

Height Limit: Up to 105 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT F-5

Sub-unit F-5 is planned for and developed with office use with support retail and other services up to 1.0 FAR to create a transition between development along Route 7 and the Old Courthouse Road edge. Parcel consolidation is encouraged to ensure well-designed projects that

function efficiently. Development proposals should provide for better integration of development in the sub-unit through pedestrian connections and urban design amenities.

Options

As an option, the triangular portion surrounded by Kidwell Drive, Gallows Road and Gallows Branch Road is also appropriate to redevelop with single-family attached residential use at 8 to 12 dwelling units per acre or multi-family residential use at 20-30 dwelling units per acre with logical and substantial parcel consolidation that will not preclude other parcels from developing in conformance with the Plan. Residential development should create a viable living environment that is compatible with adjacent uses. Recreational facilities and other amenities should be provided for the residents.

As an option, mixed-use development up to 1.27 FAR may be appropriate for Parcels 39-2((2))114, 114A, D1 and D2 (in this sub-unit) with Parcel 39-2((2))106 (which is split between Sub-Units F-4 and F-5), if consolidated and the resulting mix of uses has no more traffic impact than would result from office use at 1.27 FAR on the Sub-Unit F-4 portion and office use at 1.0 FAR on the Sub-Unit F-5 portion. In addition, the following conditions should be met:

- A transportation analysis should be performed in conjunction with any development application which should demonstrate how the area pedestrian and vehicular circulation can be improved; commitments for improvements identified as needed to improve circulation and mitigate transportation impacts directly related to site generated traffic should be provided;

- Transportation Demand Management (TDM) commitments are made which include both new and existing development and that should result in a minimum of 20% of the total site-generated trips being made by non-SOV transportation, consistent with the County's goal for transit use in the Tysons Corner Urban Center;

- This option should unify this portion of Land Unit F through the creation of focal points. To create these focal points, the development should include at least one pedestrian-oriented courtyard, plaza or other pedestrian open space amenities. In addition, any new development should be of high-quality in terms of site design, building design and materials, and should be architecturally compatible with existing structures; and

- If a hotel is proposed as part of a mixed-use development, the hotel should provide for community-serving amenities such as meeting spaces.

Height Limit: Up to 60 feet, if parcels are consolidated as indicated under the second option above, the portion of Parcel 39-2((2))106 within this sub-unit could be considered for a heights up to 105 feet in order to provide design flexibility under this option. (See Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT F-6

Sub-unit F-6 is planned for office use up to .50 FAR to provide a transition to existing townhouse development.

Option

As an option, single-family attached residential use at 8-12 dwelling units per acre or multi-family residential use at 20-30 dwelling units per acre is appropriate. Residential projects should be of a sufficient size to create a viable living environment and to provide for recreation and other amenities for the residents. In addition, development proposals under this option should include noise attenuation measures as may be determined appropriate by the County. All development proposals for office or residential use should provide for the following:

- A pedestrian circulation system (sidewalks and/or trails) including appropriate urban design amenities such as plazas, courtyards, landscaping, and/or any other features that would create a pedestrian-oriented environment. Pedestrian linkages should be coordinated with Sub-unit F5.

- Heavily landscaped buffer areas between office development and any residential development within or outside the sub-unit.

Height Limit: Up to 75 feet, except adjacent to Sub-unit F-7 which is up to 45 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT F-7

Sub-unit F-7 is planned for and developed as residential use at 16-20 dwelling units per acre, continuing the existing pattern of development. Buffers should be provided between this residential area and any adjacent lower density residential areas.

Height: Up to 35 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

LAND UNIT G

Land Unit G is comprised of about 17 acres. This land unit is bounded by Route 7 on the north, George C. Marshall High School on the east and south, and the Capital Beltway on the west. Existing development is predominantly office and hotel uses with support retail.

The portion of Land Unit G that is adjacent to the Capital Beltway and Route 7 is located in the East Route 7 non-core area. The vision for this area is to retain the existing character as established by the area's high-rise offices and hotel.

The portion of Land Unit G that is adjacent to George C. Marshall High School and Route 7 is located in the Magarity Road Edge. The vision for this area is to provide a transition in scale to the neighborhood east of Tysons Corner. The existing office uses at this edge provide a transition to the adjacent high school.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance uses and intensities as envisioned in the Plan are provided in the land unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

Land Unit G is planned and developed as office and hotel uses with support retail up to 1.0 FAR adjacent to the Capital Beltway, and up to .50 FAR adjacent to George C. Marshall High School.

Height Limit: From 75 to 105 feet, depending upon location (see Building Heights Map, Figure 10, and Building Height Guidelines).

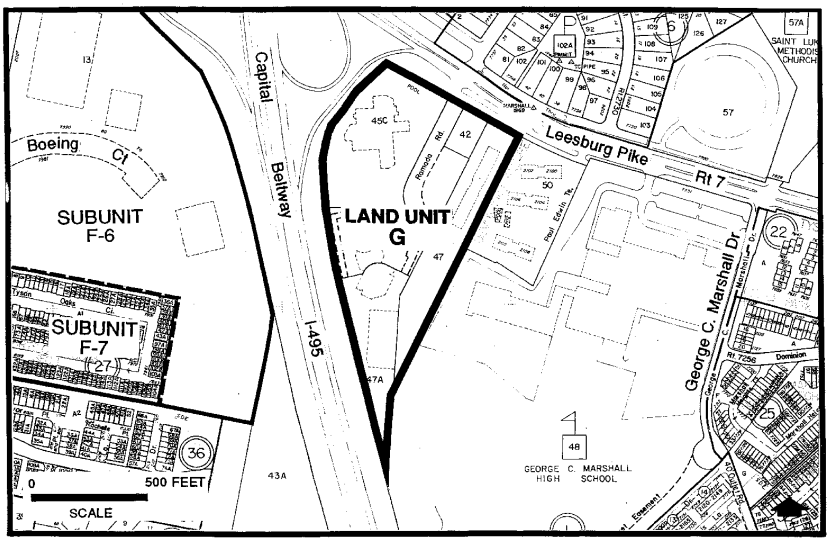

FIGURE 26

LAND UNIT G
TYSONS CORNER URBAN CENTER

LAND UNIT H

Land Unit H is comprised of about 57 acres. This land unit is generally bounded by the Dulles Airport Access Road (DAAR) on the north; International Drive and Spring Hill Road on the east; Tyco Road on the south and Route 7 on the west. Existing development in the western two-thirds of the land unit is predominantly warehouse and auto dealerships. The eastern one-third is predominantly developed in office use.

The portion of Land Unit H that is away from Route 7 is located in the Tyco Road non-core area. This area is developed with industrial/warehouse uses which contain a variety of uses, both retail and service, that support the Tysons Corner business community. The Plan for this area has two future options: one is to retain its current function as an industrial area, and a second option is to redevelop as a mixed-use area.

The portion of Land Unit H that is adjacent to Route 7 is in the West Route 7 non-core area. The vision for the area fronting on Route 7 is for gradual redevelopment of the strip retail centers and auto dealerships to mid-rise and high-rise office buildings that include retail and support service uses. In addition, whenever feasible, auto showrooms and community retail uses are encouraged to be incorporated into new office buildings. The intent is to retain Route 7 as a strong retail area that serves a wide range of retail and service needs.

The major circulation improvement for this land unit is the road extending Greensboro Drive to a service road at Route 7. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the road should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT H-1

Sub-unit H-1 is planned for and developed with auto sales and retail uses. The existing auto sales and other retail uses along Route 7 are appropriate to remain and may be expanded as a component of Tysons Corner's retail sector.

Option

As an option, auto sales and retail uses are appropriate to redevelop to office use with support retail and service uses up to .70 FAR, with the possibility of 1.0 FAR with logical and substantial parcel consolidation that will not preclude other parcels from developing in conformance with the Plan. Redevelopment should allow for the eventual construction of the collector road extending Greensboro Drive to the service road at Route 7. If the parcels containing auto sales or retail redevelop, these functions are appropriate to be included in the new office developments.

This is an area which offers significant opportunities to provide urban design amenities and to better integrate development within this land unit. The pedestrian system should provide mid-block connections and include plazas, courtyards, and/or other pedestrian open space amenities. One or more focal points should be created through the grouping of buildings around a plaza that is interconnected by the pedestrian system to the remainder of the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to provide for well-designed projects that function efficiently.

Height Limit: Up to 105 feet (see the Building Heights Map, Figure 10, and the Building Height Guidelines).

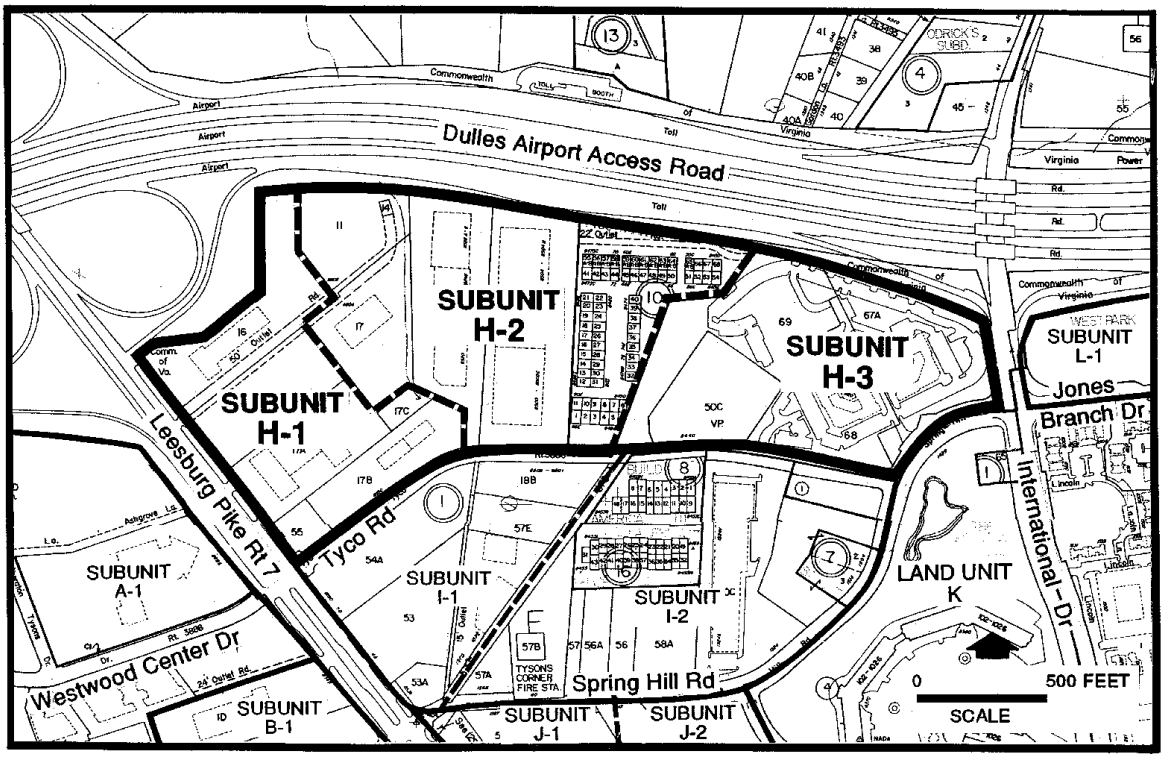

FIGURE 27

LAND UNIT H
TYSONS CORNER URBAN CENTER

SUB-UNIT H-2

Sub-unit H-2 is planned for and developed with industrial and industrial flex uses. The warehouses are occupied by uses that include business-related service and retail uses that are encouraged to remain and may be expanded to support Tysons Corner's businesses and the surrounding community.

Option

As an option, redevelopment of the industrial and industrial flex uses to office with support retail and service uses up to .70 FAR is appropriate. Redevelopment should allow for the eventual construction of the collector road extending Greensboro Drive to the Route 7 service road. If the parcels containing business-related services and retail uses redevelop, these functions are appropriate to be included in the new office development.

This is an area which offers significant opportunities to provide urban design amenities and to integrate development in this land unit. The pedestrian system should provide mid-block connections and include plazas and/or courtyards. To create focal points, the redevelopment should include at least one pedestrian-oriented courtyard, plaza or other pedestrian open space amenity. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to provide for well-designed projects that function efficiently.

Height Limit: Up to 75 feet (see the Building Heights Map, Figure 10, and the Building Height Guidelines).

SUB-UNIT H-3

Sub-unit H-3 is planned for and developed with office use, support retail and service uses up to .70 FAR, and public facilities (an electrical sub-station).

Option

As an option, if the electrical sub-station on Parcel 29-1((1))50C is redeveloped, office with support retail and service uses up to .70 FAR would be an appropriate use. The parcel should be consolidated with Sub-unit H-2 or, at a minimum, development proposals should show how this parcel integrates with Sub-unit H-2 through the provision of pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to provide for a well-designed project that functions efficiently.

As an option, additional development of office with support retail and service uses up to .85 FAR may be appropriate for the Sub-unit (excluding the parcel planned for an electrical sub-station) provided that the following conditions are met:

- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office park;

- A transportation analysis should be performed in conjunction with any development application; commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided; and

- Transportation Demand Management (TDM) commitments are made that should result in a minimum of 20% of the total site-generated trips being made by public transportation, consistent with the County's goal for transit use in the Tysons Corner Urban Center. In order to reach the twenty percent (20%) commitment, TDM measures may be phased in.

Height Limit: Up to 75 feet (see the Building Heights Map, Figure 10, and the Building Height Guidelines).

LAND UNIT I

Land Unit I is comprised of about 42 acres and is bounded by Tyco Road on the north; Spring Hill Road on the east and south; and Route 7 on the west. Existing development along Route 7 is predominantly auto sales and retail use. The balance of the land unit has predominantly industrial and industrial flex use. The land unit contains two public facilities, the Tysons Corner Fire Station and the Post Office.

Land Unit I is located in both the West Route 7 and the Tyco Road non-core areas. The West Route 7 Area is predominantly developed with auto dealerships. The vision for the area fronting on Route 7 is for gradual redevelopment of the auto dealerships to mid-rise and high-rise office buildings that should include support retail and service uses. In addition, whenever feasible, auto showrooms and community retail uses are encouraged to be incorporated into new office buildings. The intent is to retain Route 7 as a strong retail area that serves a wide range of retail and service needs. In the event that rail transit is extended through Tysons Corner, a rail station might be planned in proximity to this land unit.

The part of Land Unit I that is away from Route 7 is in the Tyco Road Area. This area is developed generally with industrial warehouse buildings which contain a variety of uses, both retail and light industrial, that support the Tysons Corner business community. The Plan for this area has two future options: one is to retain its current function as an industrial area, and a second option to redevelop as a mixed-use area that provides additional housing, office and support retail uses.

The major circulation improvement for this land unit is the road extending Greensboro Drive to a service drive at Route 7. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the roadway should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT I-1

Sub-unit I-1 is planned for and developed with auto sales and retail uses, except for Parcels 29-1((1))18B and 29-3((1))57G which are planned and developed with industrial and industrial flex uses. The existing auto sales, retail, industrial, and industrial flex uses are appropriate and may be expanded as a component of the Tysons Corner business sector. The Tysons Corner Fire Station and Post Office are planned for public facilities.

Option without Rail

As an option, properties in this sub-unit may be appropriate to redevelop to office use with support retail and service uses up to .70 FAR. If the parcels containing auto sales, retail or industrial uses redevelop, these functions are appropriate to be included in the new office developments. This is an area which offers significant opportunities to provide urban design

amenities and to better integrate development in this land unit. The pedestrian system should provide mid-block connections and include plazas, courtyards and/or other pedestrian open space amenities. One or more focal points should be created through the grouping of buildings around a plaza that is interconnected by the pedestrian system to the remainder of the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to ensure well-designed projects that function efficiently.

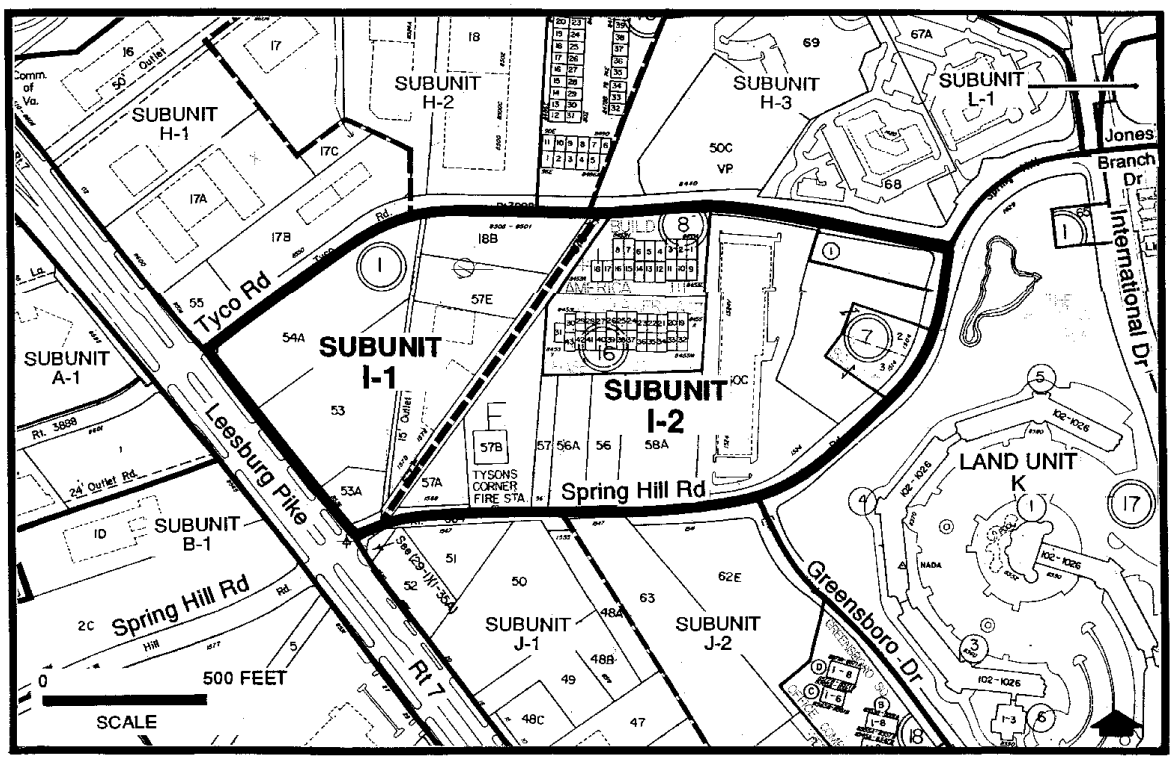

FIGURE 28

LAND UNIT I
TYSONS CORNER URBAN CENTER

Option With Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all non-residential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned non-residential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height Limit: Up to 105 feet (see the Building Heights Map, Figure 10, and Building Height Guidelines). If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT I-2

Sub-unit I-2 is planned for and developed with industrial and industrial flex uses. The warehouses are occupied by business-related service and retail uses which are encouraged to remain to support Tysons Corner's businesses and the surrounding community.

Option without Rail

As an option, mixed-use development up to 0.7 FAR for all non-residential uses is appropriate. If the parcels containing industrial and industrial flex uses redevelop, these functions are appropriate to be included in the new mixed-use development. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section. This is an area within Tysons Corner which offers significant opportunities to provide urban design amenities and better integrate development in this land unit. Consolidation with adjacent parcels is encouraged, or else development proposals should show how development will integrate the parcels of the sub-unit through the provision of pedestrian linkages and urban design amenities.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height Limit: Up to 105 feet (see Building Heights Map, Figure 10, and Building Heights Guidelines). If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

LAND UNIT J

Land Unit J is comprised of about 41 acres and is bounded by Spring Hill Road on the north, Greensboro Drive's future extension on the east, Westpark Drive on the south and Route 7 on the west. Existing development along Route 7 is predominantly auto dealerships and other retail uses. In the area adjacent to the Greensboro Drive extension, the area is partially developed with office uses.

Land Unit J is located in the West Route 7 non-core area. The vision for the area along Route 7 is for gradual redevelopment of the strip retail centers and auto dealerships to mid-rise and high-rise office buildings that should include support retail and service uses. In addition, whenever feasible, auto showrooms and community retail uses are encouraged to be incorporated into new office buildings. The intent is to retain Route 7 as a strong retail area that serves a wide range of retail and service needs. It is also consistent with the vision for this land unit that the area across Greensboro Drive from Land Unit K, the vision's high-density residential area, could be developed in residential use as an expansion of the existing high density housing area. In the event that rail transit is extended through Tysons Corner, a rail station may be located in proximity to this land unit.

The major circulation improvement for this land unit is a section of the extension of Greensboro Drive to a service road at Route 7. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's alignment, right-of-way should be dedicated and construction of the roadway should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT J-1

Sub-unit J-1 is planned for and developed with auto sales and retail uses, except for Parcels 29-3((1))45B and 46A which are planned for and developed with office use. Auto sales and retail uses are appropriate to remain, may be expanded, and may redevelop as a component of Tysons Corner's retail sector.

Option without Rail

As an option, the auto sales or retail uses are appropriate to redevelop to office use with support retail and service uses up to .70 FAR. If the parcels containing auto sales and retail uses redevelop, these functions are appropriate to be included in the new office development. This is an area within Tysons Corner which offers a significant opportunity to provide urban design amenities including pedestrian facilities with plazas, courtyards and/or other pedestrian open space amenities. If redevelopment occurs, pedestrian linkages should be provided to Sub-unit J-2, including mid-block connections. The development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to ensure well-designed projects that function efficiently.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

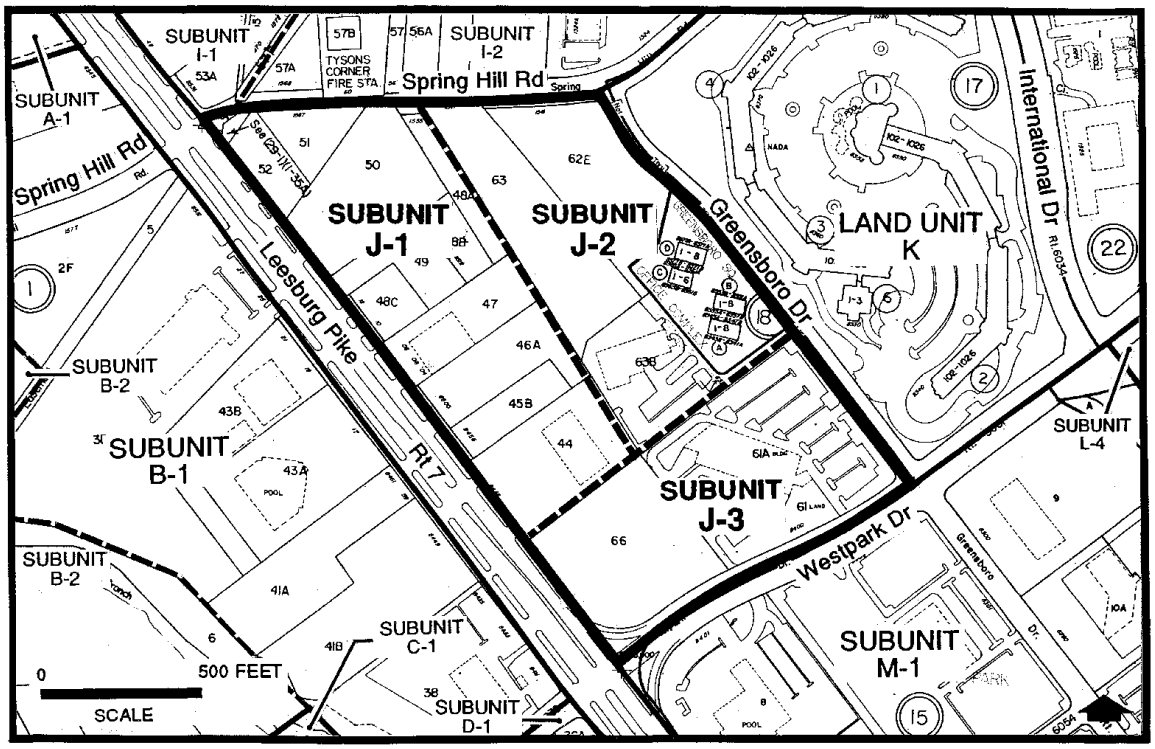

FIGURE 29

LAND UNIT J
TYSONS CORNER URBAN CENTER

Height Limit: Up to 105 feet (see the Building Heights Map, Figure 10, and Building Height Guidelines). If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT J-2

Sub-unit J-2 is planned for and approved as office use.

Option without Rail

As an option, Sub-unit J-2 is appropriate for residential use at 30-55 dwelling units per acre. This is an area which offers a significant opportunity to provide urban design amenities to interconnect and better integrate development in this land unit. The pedestrian system should provide mid-block connections and include courtyards, plazas, and/or other pedestrian open space amenities. One or more focal points should be created through the grouping of buildings around a plaza that is interconnected by the pedestrian system to the remainder of the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. Parcel consolidation is encouraged to ensure well-designed projects that function efficiently.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height Limit: Up to 125 feet (see Building Heights Map, Figure 10, and Building Height Guidelines). If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT J-3

Sub-unit J-3 is planned for office, hotel, support retail and other support uses at approved development intensities. Development proposals should show how new development will integrate with other developments in Sub-units J-1 and J-2 through pedestrian linkages and urban design amenities.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height: Up to 105 feet for parcels with frontage on Route 7; up to 125 feet along Greensboro Drive (see Building Heights Map, Figure 10, and Building Height Guidelines). If a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

LAND UNIT K

Land Unit K is comprised of about 66 acres. This land unit is bounded by Spring Hill Road and Jones Branch Drive on the north; Land Unit L on the east; Westpark Drive on the south; and Greensboro Drive Extension on the west. Existing development is entirely multi-family residential.

Land Unit K is located in the high density residential non-core area which contains two large multi-family developments with over 2,000 dwelling units, the Rotonda Condominiums and Lincoln Apartments. The vision for this area seeks to preserve and enhance this residential area and allows for additional residential development on adjacent properties. In the event that rail transit is extended along the edge of Tysons Corner on the DAAR, a rail station will be planned in proximity to this land unit.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the land unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

Land Unit K is planned for and developed with residential use at 30 dwelling units per acre.

Option with Rail

If a rapid rail transit station is selected and programmed for design and construction at the Tysons/Westpark transit center site, the residential uses east of International Drive are appropriate for redevelopment at 45-60 units per acre, since the station would be adjacent to this parcel. This is one of a few sites where development intensification is recommended relating to this rail station because the area is largely developed and is on the edge of Tysons Corner.

Height Limit: Up to 105 feet (see Building Heights Map, Figure 10, and the Building Height Guidelines). If the rail option occurs and the station is to be located adjacent to this land unit, maximum building heights east of International Drive may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

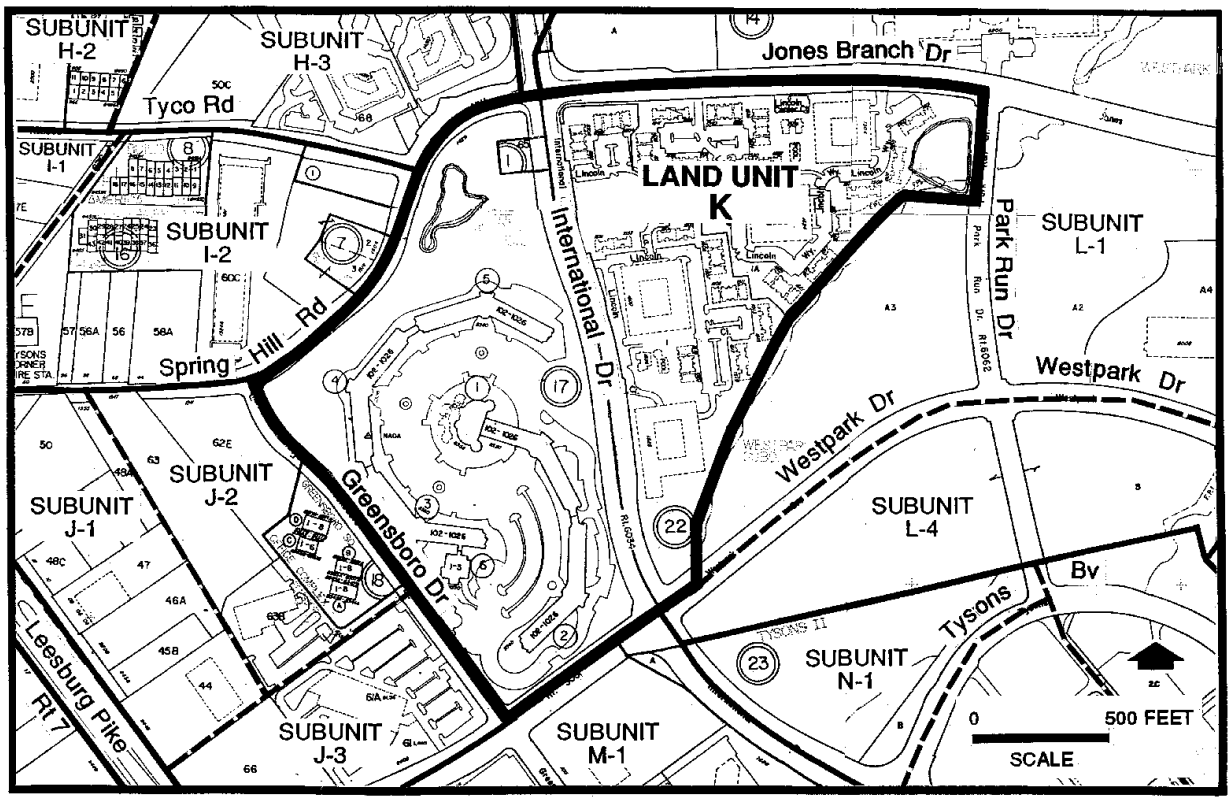

FIGURE 30

LAND UNIT K
TYSONS CORNER URBAN CENTER

LAND UNIT L

Land Unit L is comprised of about 250 acres, bounded by the Dulles Airport Access Road (DAAR) on the north, the Capital Beltway on the east, Land Unit N on the south and the Lincoln apartments on the west. Land Unit L contains the West*Park development which is the largest office park in Tysons Corner. In 1993, existing land use is predominantly office use which is developed on about 65% of the land unit's acreage, the other 35% being vacant.

The portion of Land Unit L that is south of Westpark Drive is in the Tysons II Activity Center of the Core, which is composed of the Tysons II mixed-use development and this portion of the West*Park development. The vision for this activity center is for it to develop as a large mixed-use area that integrates three major components: office, regional retail, and hotel, and allows for a fourth component of high density housing. Of the three Activity Centers in the core, the Tysons II Activity Center represents the greatest opportunity for mixed-use development with day and evening activity because of its relatively undeveloped nature. The Tysons II Activity Center also provides the greatest opportunity for creating a pedestrian and transit-oriented environment, again due to its undeveloped nature in conjunction with planned intensities. Future buildings can be sited closer to roads and to each other than currently, providing for a more urban environment that people can walk because of its relatively undeveloped nature. The Tysons II Activity Center also provide the greatest opportunity by creating a pedestrian and transit-oriented environment, again due to its undeveloped nature in conjunction with planned intensities. Future buildings can be sited closer to roads and to each other than currently, providing for a more urban environment that people can walk through easily or that can be efficiently served by transit.

The portion of Land Unit L that is north of Westpark Drive is the West Park non-core area, one of the two largest land units in Tysons Corner, the other being West Gate (Land Unit R). Both areas have developed as office parks with a predominantly campus-like setting, and the vision for both is to continue their development in predominantly office uses. Additional development in the West Park Land Unit will be primarily infill office buildings on the vacant parcels. Opportunities exist to introduce a housing component. Further opportunities exist for higher intensity development, if supported by a rail transit station.

In the event that rail is extended through Tysons Corner, a rail station may be located in proximity to the southern most portion of this land unit (i.e. Sub-unit L-3). An express bus station, the Tysons Westpark Transit Station, is already planned for a site in Sub-unit L-1 adjacent to the DAAR at the intersection of Jones Branch Drive and International Drive. Future express bus service is planned from Washington Dulles International Airport to the West Falls Church-VT/UVA Metro Station.

It is long-standing County policy that the designation of a transit station at the Tysons Westpark site on the south side of the DAAR is not justification for allowing commercial development to spill over the DAAR boundary of Tysons Corner into the residential neighborhoods of McLean. Protection of the single-family neighborhoods north of the DAAR from commercial encroachment is an important goal of the Plan for Tysons Corner. This policy not only serves to protect the neighborhoods, but also encourages higher density development to occur in a defined area, thereby facilitating transit efficiencies and related benefits of reduced congestion and improved air quality.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review

Guidelines Sections of the Plan. Specific Guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals. In addition, urban design and transportation guidelines are set forth in the Development Review Guidelines Section.

SUB-UNIT L-1

Sub-unit L-1 is planned for office use with support retail and service uses up to an average .55 FAR for Sub-units L-1 and L-3 combined. The combined sub-units should not exceed a maximum of 4,700,000 square feet of non-residential gross floor area. New development and/or redevelopment should integrate the parcels of the sub-unit through pedestrian linkages and urban design amenities.

Option without Rail

As an option, residential use is appropriate on any portion of the sub-unit. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

As an option, the planned nonresidential FAR of Sub-unit L-4 may be transferred to Sub-unit L-1 and Sub-unit L-3, if a concurrent development proposal provides residential use at 20 to 30 dwelling units per acre on the entire land area within Sub-unit L-4. In this option, Sub-units L-1 and L-3 should not exceed a nonresidential maximum of 5,200,000 square feet (see the Sub-unit L-4 Option for residential use at 20 to 30 dwelling units per acre).

Option with Rail

If a rapid rail station site is selected and programmed for design and construction at Spring Hill Road and the DAAR or in the vicinity of Route 123 and Tysons Boulevard, office use up to .75 FAR is appropriate for Sub-units L-1 and L-3 combined. Higher intensities of 1.0 FAR and higher should be encouraged within Sub-unit L-3 and designed in a manner to better integrate with the Tysons II development; whereas Sub-unit L-1 should have an average intensity up to .70 FAR. Mixed-use development with office, retail and possibly a housing component is encouraged near the transit station. Development proposals within Sub-unit L-1 under the rail option should provide for the following:

- Pedestrian circulation should be provided through interparcel connections (sidewalks and/or trails), unless there are special circumstances where buildings require higher levels of security than normally provided.

- If housing is provided, residential use could replace planned office use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section, which indicates that a viable living environment should be created that is compatible with adjacent uses, and that provision for recreational facilities and other amenities should be made for the residents.

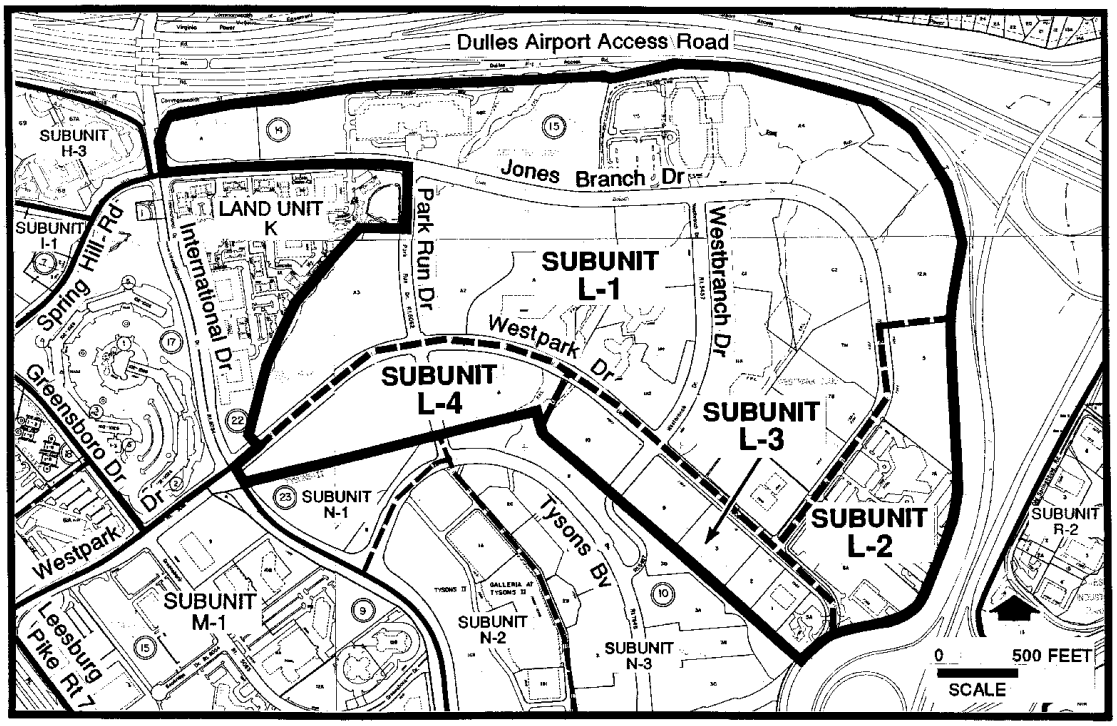

FIGURE 31

LAND UNIT L
TYSONS CORNER URBAN CENTER

Height Limit: Up to 75 feet north of Jones Branch Road and west of the EQC located in the vicinity of the DAAR/ Capital Beltway interchange; up to 125 feet south of Jones Branch Road; up to 150 feet in the rest of the sub-unit. Building heights at or near the top of the limit can be achieved if the result is more usable open space, improved pedestrian circulation and urban design amenities. In addition, a variety of roof-top elevations should be provided in the sub-unit with the maximum heights used to help establish focal point(s) (see the Building Heights Map, Figure 10, and Building Height Guidelines).

If a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resulting height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT L-2

Sub-unit L-2 is planned for office with support retail and service uses up to 1.65 FAR to recognize existing development, except for Tax Map 29-4((7))7A which is planned for and developed with hotel and office use up to 1.0 FAR. Development proposals should show how new development and/or redevelopment will integrate the parcels of this sub-unit with adjacent sub-units through pedestrian linkages and urban design amenities.

Height Limit: Up to 150 feet (see the Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT L-3

Sub-unit L-3 is planned for office use with support retail and service uses up to an average .55 FAR for Sub-units L-1 and L-3 combined. The combined sub-units should not exceed a maximum of 4,700,000 square feet of non-residential gross floor area. New development and/or redevelopment should integrate with surrounding areas through pedestrian linkages and urban design amenities.

Option without Rail

As an option, residential use is appropriate on any portion of the sub-unit. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

As an option, the planned nonresidential FAR of Sub-unit L-4 may be transferred to Sub-unit L-1 and Sub-unit L-3, if a concurrent development proposal provides residential use at 20 to 30 dwelling units per acre on the entire land area within Sub-unit L-4. In this option, Sub-units L-1 and L-3 should not exceed a nonresidential maximum of 5,200,000 square feet (see the Sub-unit L-4 Option for residential use at 20 to 30 dwelling units per acre).

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in the vicinity of Route 123 and Tysons Boulevard or at Spring Hill Road and the DAAR, office use up to .75 FAR is appropriate for Sub-units L-1 and L-3 combined. Higher intensities of 1.0 FAR and higher should be encouraged within Sub-unit L-3 and designed in a manner to better integrate with the Tysons II development; whereas Sub-unit L-1 should have an average up to .70 FAR. Mixed-use development with office, retail and possibly a housing component is encouraged near the transit station.

This sub-unit if redeveloped, becomes an area within the Tysons II Activity Center which offers significant opportunities to provide urban design amenities and better integrate development in this land unit with the adjacent Land Unit N. Of particular importance is a mid-block connection that enables pedestrians to traverse Sub-unit L-3 to reach Sub-units N-2 (Galleria at Tysons II) and N-3.

If housing is provided, residential use could replace planned office use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section, which indicates that a viable living environment should be created that is compatible with adjacent

uses, and that provision for recreational facilities and other amenities should be made for the residents.

Height Limit: Up to 200 feet. Building heights at or near the top of the limit can be achieved if the result would be more usable open space, improved pedestrian circulation (sidewalks and/or trails) and urban design amenities. In addition, a variety of roof-top elevations should be provided in the sub-unit with maximum heights used to help establish a focal point (see the Building Heights Map, Figure 10, and Building Heights Guidelines). If a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resulting height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT L-4

Sub-unit L-4 is planned for retail and/or office use up to .80 FAR. Development proposals should show how new development and/or redevelopment will integrate the parcels of this sub-unit with adjacent sub-units through pedestrian linkages and urban design amenities.

Option Without Rail

As an option, residential use is appropriate on any portion of the sub-unit. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

As an option, residential use at 20 to 30 dwelling units per acre is appropriate on the entire sub-unit. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section. After the nonresidential conversion formula is applied, as indicated under the Alternative Land Use Guidelines, all remaining nonresidential potential may be transferred to Sub-unit L-1 and Sub-unit L-3. In this option, Sub-units L-1 and L-3 should not exceed a nonresidential maximum of 5,200,000 square feet.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction at Spring Hill Road and the DAAR or at Route 123 and Tysons Boulevard, mixed-use development with office, residential, retail and/or support service uses is appropriate up to 1.0 FAR (for nonresidential use). The retail use could include but is not limited to neighborhood shopping facilities with a grocery store. This is an area which offers significant opportunities to provide urban design amenities and better integrate development in this land unit. A focal point should be created on this Sub-unit or in conjunction with Sub-unit N-1, which could include courtyards, plazas, and/or other pedestrian open space amenities. It is desirable to provide for a major usable open space amenity by clustering the approved square footage of development on the site and providing for more open space adjacent to the existing private park. Of particular importance is one or more mid-block connections that enable pedestrians to traverse Sub-unit L-4 to reach Sub-unit N-1 (Tysons II). Development proposals should show how new development will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities where appropriate.

If housing is provided, residential use could replace planned office use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section, which indicates that a viable living environment should be created that is compatible with adjacent uses, and that provision for recreational facilities and other amenities should be made for the residents.

Height Limit: Up to 150 feet, conditioned upon achieving compatibility with the Rotonda. Building heights at or near the top of the limit can be achieved if the result would be more usable open space and improved pedestrian circulation (sidewalks and/or trails). In addition, a variety of building heights should be provided in the sub-unit with maximum heights used to help establish focal points (see the Building Heights Map, Figure 10, and Buildings Height Guidelines).

LAND UNIT M

Land Unit M is comprised of about 90 acres, bounded by Westpark Drive on the west; International Drive on the north and east; and Route 123 and Route 7 on the south. Office use is the predominant land use, although a small number of freestanding retail uses are concentrated in the area adjacent to the Route 7/Route 123 interchange. Two hotels are situated at opposite ends of the land unit, one on the east side and one on the west. Land Unit M contains the highest natural elevation in the County and its skyline is visible from great distances.

Land Unit M is in the Greensboro Drive Activity Center of the Core. The vision for this area is to build on existing development; while there is little vacant land, there are opportunities for infill and redevelopment. To create a more urban and pedestrian-oriented environment, the vision encourages surface parking lots to be redeveloped for additional office space with structured parking, as well as pedestrian-oriented plazas and courtyards. While office will remain the predominant use, support retail and other support service uses are also planned to serve office workers and to create a more pedestrian-oriented street-level environment. In addition, high density residential uses are encouraged as a component in this activity center. In the event that rail transit is extended through Tysons Corner, a rail station might be planned in proximity to this land unit.

A major plaza should be provided within this land unit that is large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps would provide abundant seating. Public art is encouraged to make the space appealing and attractive. Landscaping should be provided that is attractive in all seasons and shades the seating in the summer. Water features such as fountains and pools are encouraged because of their cooling effect in hot weather. When new development or redevelopment is considered in a development proposal within this land unit, the appropriateness of providing a major plaza should be evaluated as part of the development proposal's urban design analysis.

The major circulation improvement for this land unit is a new roadway connection between Pinnacle Drive and the Route 7 service drive to improve circulation in Land Unit M. Development should allow for the eventual construction of this roadway. If uses and/or property are expanded, developed, or redeveloped along this alignment, right-of-way should be dedicated and construction of the roadway should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals. In addition, urban design and transportation guidelines are set forth in the Development Review Guidelines Section.

SUB-UNIT M-1

Sub-Unit M-1 is planned for office use with support retail and service uses up to 1.65 FAR to recognize existing development, except for Parcels 29-3((15))8 and 29-4((1))1A which are planned for and developed with hotel use up to 1.0 FAR. This is an area which offers significant opportunities to provide urban design amenities and better integrate development in this land

unit. As infill development occurs, pedestrian linkages and urban design amenities should be provided in a manner that will integrate sites with surrounding properties. The pedestrian system should provide several mid-block connections and sidewalks, and features such as plazas, courtyards, or other pedestrian open space amenities. Pedestrian linkages should also be made between this sub-unit and Route 7, Greensboro Drive, and Sub-unit M-2, as topography allows. In addition, a mid-block pedestrian connection from Westpark Drive to the cul-de-sac at Goodridge Drive and then to Sub-unit M-2 should be provided to make walking trips safer and shorter from the hotel to the offices in M-1 and retail uses in M-2. One or more focal points should be created. Development proposals should show how new development and/or redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities, unless there are special circumstances where buildings require higher levels of security than normally provided.

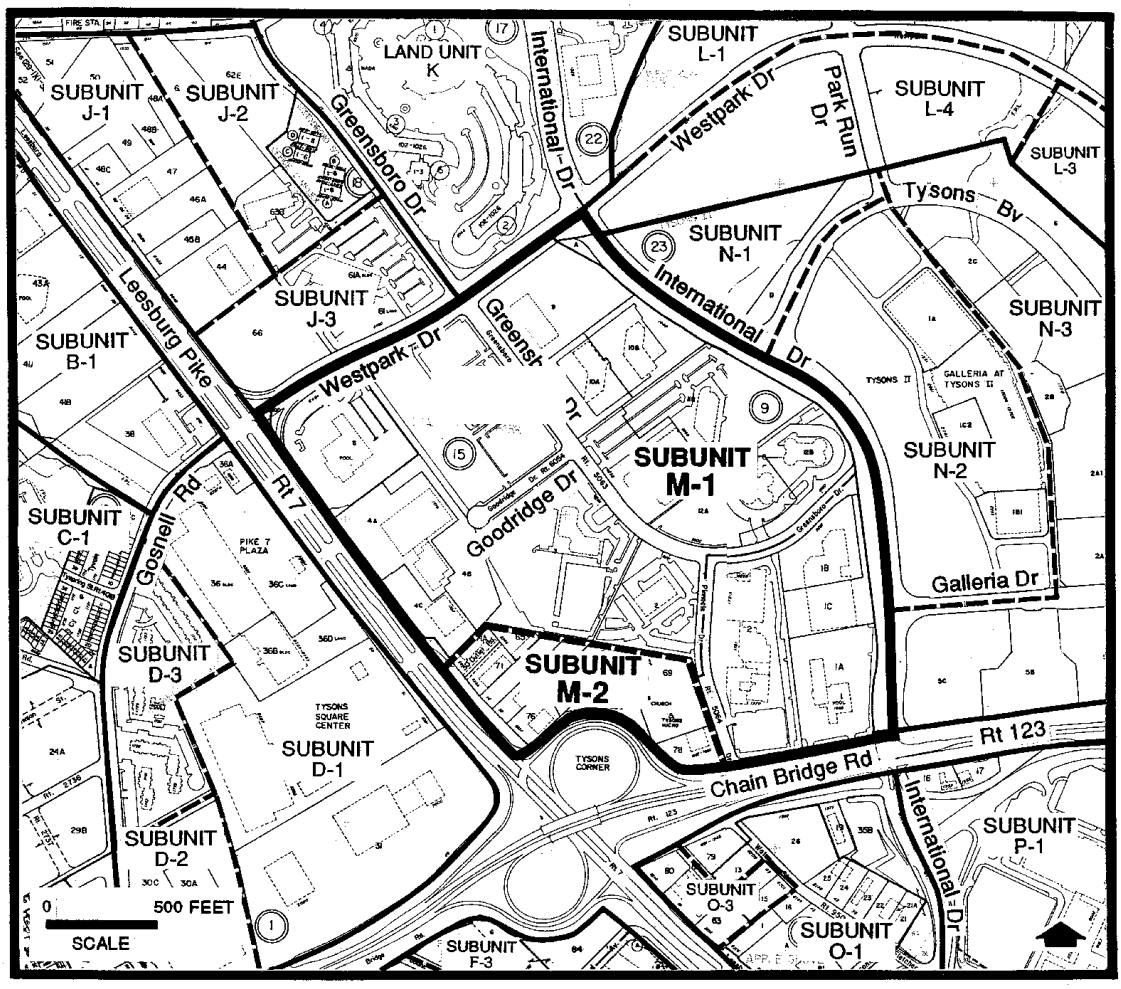

FIGURE 32

LAND UNIT M
TYSONS CORNER URBAN CENTER

Option Without Rail

The hotel use on parcel 29-4((1))1 and 1A may be appropriate to intensify up to 1.65 FAR, if the additional building area (including any portions of the structure located below ground) is designed to accommodate the planned Route 123 and International Drive interchange, is designed to provide a future pedestrian linkage to the area's planned rail station, and is designed consistent with design guidance for the core area, as well as to create an improved sense of place and a focal point at this major intersection at the center of the Tysons Corner Core Area.

In any development proposal, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section. Development proposals must meet all previously identified conditions for development.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. Sites between 1,000 and 1,600 feet of the station platform are appropriate for mixed-use development with intensities (for all nonresidential uses) between 1.2 and 1.65 FAR. Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 feet area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

Height Limit: Up to 150 feet adjacent to Westpark Drive and Route 7 and up to 200 feet for the remainder of the sub-unit. Building heights at or near the top of the limit can be achieved if the result would be more usable open space, improved pedestrian circulation (sidewalks and/or trails), and urban design amenities. In addition, a variety of building heights should be provided in the sub-unit with maximum heights used to help establish focal points (see the Building Heights Map, Figure 10, and Building Heights Guidelines). If a rapid rail station site is located in proximity to this Sub-unit, the maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Heights Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT M-2

Sub-unit M-2 is planned for and developed with retail uses, except for Tax Map 29-3((1))69 and 78B which are planned for and developed with public facilities. The retail uses are appropriate to remain, may be expanded, and may redevelop as a component of Tysons Corner's retail sector. Tax Map 29-3((1))78B contains a water tower and Tax Map 29-3((1))69 contains a U.S. Army Communications Tower. Since the tower has a strategic location near the highest point in Fairfax County, the communications tower function is expected to remain, although it is desirable that it be removed and its functions incorporated onto the top of a new building or buildings.

Option

As an option, with logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and do not preclude other properties from developing in accord with the Plan, the retail uses and/or the public facilities are appropriate to redevelop to office use with support retail and service uses up to 1.65 FAR. Development proposals must provide for the following:

- A pedestrian circulation (sidewalks and/or trails) system to integrate Sub-unit M-2 with Sub-unit M-1, as well as mid-block connections to Pinnacle Drive and to Route 7.

- Two vehicular access points including one to Pinnacle Drive.

- In the event a rail line is planned within the right-of-way of Route 123 and Route 7, site design for Sub-unit M-2 should not adversely affect the potential need for additional rail right-of-way at the edge of the sub-unit; development proposals should dedicate right-of-way that is needed for the rail alignment as appropriate.

Height Limit: Up to 40 feet; if parcels are consolidated, then height could be increased up to 150 feet. Building heights at or near the top of the 150 feet limit can be achieved if the result would be more usable open space, improved pedestrian circulation (sidewalks and/or trails), and urban design amenities. In addition, a variety of building heights should be provided with maximum heights used to help establish focal points (see the Building Heights Map, Figure 10, and Building Heights Guidelines).

LAND UNIT N

Land Unit N is comprised of about 95 acres, bounded by Westpark Office Park (Land Unit L) on the north and east, Route 123 on the south, and International Drive on the west. This land unit contains the Tysons II mixed-use development. Existing development includes a regional shopping mall, an office building, and a hotel. Over 50 percent of the land unit's acreage is vacant (as of 1993) but has been approved for additional office and hotel development.

Land Unit N is in the Tysons II Activity Center of the Core. The vision for this activity center is to develop as a large mixed-use area that integrates three major components: office, regional retail, and hotel, and allows for a fourth component of high density housing. Of the three Activity Centers in the core, the Tysons II area represents the greatest opportunity for additional mixed-use development with day and evening activity because of the relatively large portion of vacant land. The Tysons II Activity Center also provides the greatest opportunity for creating pedestrian- and transit-oriented development, again due to its undeveloped nature in conjunction with planned intensities. In the event that rail is extended through Tysons Corner, a rail station might be planned in proximity to this land unit. Future buildings can be sited closer to the road and to each other than currently, providing a more urban environment that people can walk through easily or that can be efficiently served by transit.

This land unit has several areas which offer significant opportunities to provide urban design amenities including pedestrian facilities. Several focal points should be created in this land unit and one could be a major open space amenity in the form of a park. Such a park could be created by clustering the approved square footage of development on the site and providing for more open space adjacent to an existing private park. Innovative solutions should be explored, such as coordination of adjacent developments "pooling" land to form a major open space amenity for this portion of Tysons Corner.

A major plaza should be provided within this land unit that is large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps would provide abundant seating. Public art is encouraged to make the space appealing and attractive. Landscaping should be provided that is attractive in all seasons and shades the seating in the summer. Water features such as fountains and pools are encouraged because of their cooling effect in hot weather. When new development or redevelopment is considered in a development proposal within this land unit, the appropriateness of providing a major plaza should be evaluated as part of the development proposal's urban design analysis.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals. In addition, urban design and transportation guidelines are set forth in the Development Review Guidelines Section.

SUB-UNIT N-1

Sub-unit N-1 is planned for multi-family residential use at 20-30 dwelling units per acre to provide for high density housing opportunities in this activity center.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction at Spring Hill Road and the DAAR or in the vicinity of Route 123 and Tysons Boulevard, residential use at 45-60 dwelling units per acre with support retail and support service uses is appropriate. The development of high density uses offer significant opportunities to provide urban design amenities and better integrate development in this land unit and the adjacent land units. A focal point such as a plaza, courtyard, or other pedestrian open space amenity should be created in this sub-unit or in conjunction with Sub-unit L-4. Development proposals should show how new development will integrate the two sub-units in terms of pedestrian and vehicular linkages, as well as urban design amenities. Of particular importance are mid-block connections that enable pedestrians to traverse Sub-unit N-1 to reach Sub-unit L-4.

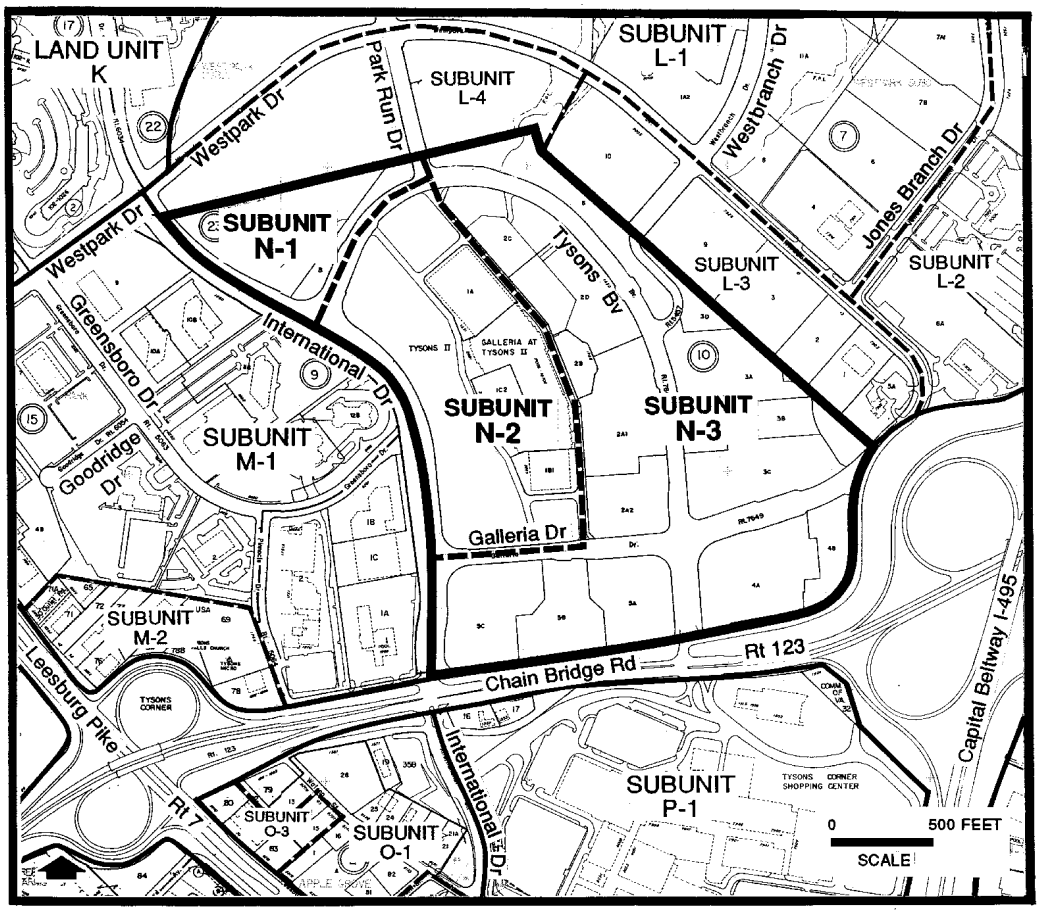

FIGURE 33

LAND UNIT N
TYSONS CORNER URBAN CENTER

Height Limit: Up to 150 feet, conditioned upon achieving compatibility with the Rotonda. Building heights at or near the top of the limit can be achieved if the result would be more usable open space and improved pedestrian circulation (sidewalks and/or trails). A variety of building heights should be provided in the sub-unit with maximum heights used to help establish focal points. (see the Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT N-2

Sub-unit N-2 is part of the Tysons II development (i.e., Sub-units N-2 and N-3) which is approved up to 1.0 FAR. Sub-unit N-2 is planned and developed with a super-regional shopping mall; total development in the sub-unit is planned for 1,060,000 nonresidential square feet.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. Sites between 1,000 and 1,600 feet of the station platform are appropriate for mixed-use development with intensities (for all nonresidential uses) between 1.2 and 1.65 FAR. Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 feet area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

Height Limit: Up to 200 feet on the northern portion and 270 feet on the southern portion. Building heights should vary within the sub-unit between 150 and 270 feet. Building heights at or near the top of the limit can be achieved if the result is more usable open space and improved pedestrian circulation. A variety of building heights should be provided in the overall sub-unit, with buildings adjacent to the rail station at or near the height limit (see the Building Heights Map, Figure 10, and Building Height Guidelines). If a rapid rail station site is located in proximity to this sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30 percent. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT N-3

Sub-unit N-3 is part of the Tysons II development (i.e., Sub-units N-2 and N-3) which is approved up to 1.0 FAR. Sub-unit N-3 is planned for mixed-use development with office, hotel, support retail, and other support service uses (such as day care); total development in the sub-unit is planned for 3,650,000 nonresidential square feet. This area offers significant opportunities to provide urban design amenities and better integrate development in this land unit.

Option Without Rail

As an option, residential use could replace office use. In any development proposal submitted, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section. Development proposals must meet all previous conditions for development.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. Sites between 1,000 and 1,600 feet of the station platform are appropriate for mixed-use development with intensities (for all nonresidential uses) between 1.2 and 1.65 FAR. Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 feet area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

Development proposals should show how new development will integrate the parcels of the sub-unit with Sub-units L-3 and N-2 in terms of pedestrian and vehicular linkages, as well as urban design amenities. Of particular importance is a mid-block connection that enables pedestrians to traverse Sub-unit N-3 to reach Sub-units N-2 and L-3; without a mid-block connection, Sub-unit N-3 has the potential of becoming a barrier between Land Units L and N. Innovative means should be explored to allow pedestrians to reach Sub-unit L-3 in spite of the change in grade, by providing access in Sub-unit N-3 between buildings, and employee access from the buildings to these pedestrian connections.

Height Limit: Up to 270 feet. Building heights should vary within the sub-unit between 150 and 270 feet. Building heights at or near the top of the limit can be achieved if the result is more usable open space and improved pedestrian circulation. A variety of building heights should be provided in the overall sub-unit, with buildings adjacent to the rail station at or near the height limit (see the Building Heights Map, Figure 10, and Building Heights Guidelines). If a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

LAND UNIT O

Land Unit O is comprised of about 24 acres, and is bounded by Route 123 on the north, International Drive on the east, Route 7 on the south, and the Route 7/123 interchange on the west. Existing development is predominantly free-standing retail as well as some office use on Route 7. As of 1993, almost 50 percent of the land unit's acreage was vacant or used as spillover parking for the Tysons Corner Shopping Center.

Land Unit O comprises a small portion of the Tysons I Activity Center in the Core, the largest activity center with about 130 acres. The vision for the entire Activity Center (including Land Units P and O) is to use redevelopment as an opportunity to interconnect all portions of the Activity Center with the dominant element, the shopping mall. The intent is to create a mixed-use area that integrates all components: regional retail, office, hotel, community retail, as well as possible future convention facilities and housing. In the event that rail is extended through Tysons Corner, a rail station might be planned in proximity to this land unit.

A major plaza should be provided within this Activity Center that is large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps would provide abundant seating. Public art is encouraged to make the space appealing and attractive. Landscaping should be provided that is attractive in all seasons and shades the seating in the summer. Water features such as fountains and pools are encouraged because of their cooling effect in hot weather. When new development or redevelopment is considered in a development proposal within this land unit, the appropriateness of providing a major plaza should be evaluated as part of the development proposal's urban design analysis.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals. In addition, urban design and transportation guidelines are set forth in the Development Review Guidelines Section.

SUB-UNIT O-1

Sub-unit O-1 is planned for and mostly developed with retail uses except for Parcel 29-4((2))26, Parcel 29-4((3))5A, and Parcels 39-2((17))A, B, 3A, 4A which are planned for retail and/or office use with support retail and service uses. The retail uses are appropriate to remain, may be expanded, may redevelop with a more intense retail use, and may infill on vacant parcels between the existing retail uses. All new retail uses and expansion of existing retail uses should provide for a pedestrian circulation system (sidewalks and/or trails), including connections with Sub-unit O-3. Development proposals should show how new development and/or redevelopment will integrate with surrounding areas through pedestrian linkages and urban design amenities.

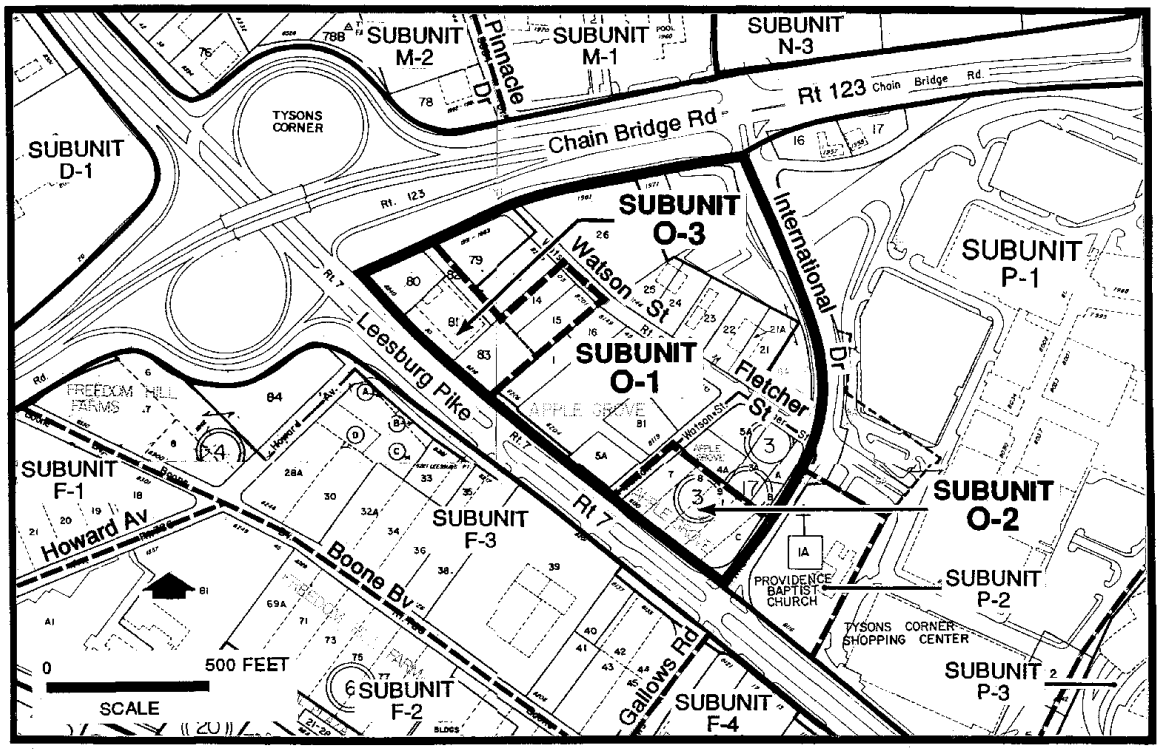

FIGURE 34

LAND UNIT O
TYSONS CORNER URBAN CENTER

Option Without Rail

As an option, with logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and does not preclude other properties from developing in accord with the Plan, the retail uses are appropriate to redevelop for mixed-use development with retail, office and/or hotel. Support retail and service uses are encouraged within this mixed-use area. The intensity for this sub-unit should be up to 1.2 FAR. This is an area which offers significant opportunities to provide urban design amenities and better integrate development in this land unit. One or more focal points should be created. For example, a focal point could be created through the grouping of buildings around a plaza, courtyard, or urban park that is connected by the pedestrian system to the remainder of the sub-unit. The successful design of the focal point(s) should unify the sub-unit. Development proposals should show how redevelopment will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. Development proposals should provide for the following:

- In any development proposal, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

- Development in this sub-unit should take advantage of this location with its walkable scale to create a unified pedestrian-oriented mixed-use center with a significant retail component.

- Development proposals should show how redevelopment will integrate with surrounding areas in terms of pedestrian and vehicular access and urban design amenities. Specifically, sidewalks on Watson/Fletcher Streets should serve as a central walkway with several mid-block connections to International Drive and Route 7. Retail uses should be concentrated along the central walkway which should include small shops, restaurants and/or entertainment uses.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. Sites between 1,000 and 1,600 feet of the station platform are appropriate for mixed-use development with intensities (for all nonresidential uses) between 1.2 and 1.65 FAR. Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 feet area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

Height Limit: Up to 150 feet. Building heights at or near the top of the limit can be achieved if the result is more usable open space, improved pedestrian circulation. A variety of building heights in the overall sub-unit should be provided with the maximum heights used to help establish focal points (see the Building Heights Map, Figure 10, and Building Height Guidelines). If a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT O-2

Sub-unit O-2 is planned for retail and office with support retail and service uses up to 1.65 FAR. Development proposals should provide for a pedestrian circulation (sidewalks and/or trails) system, including pedestrian connections with Sub-unit O-1. Development proposals should show how new development and/or redevelopment will integrate with surrounding areas through pedestrian linkages and urban design amenities.

Height Limit: Up to 150 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT O-3

Sub-Unit O-3 is planned and approved for office with support retail and service uses up to 1.65 FAR. Development proposals should provide for a pedestrian circulation (sidewalks and/or trails) system, including connections with Sub-unit O-1. Development proposals should show how new development and/or redevelopment will integrate with surrounding areas through pedestrian linkages (sidewalks and/or trails) and urban design amenities.

Option

As an option, Parcel 29-3((1))83 and Parcels 29-4((2))14 and 15 are appropriate for retail uses. Existing retail uses are appropriate to be expanded and/or the site may be developed for additional retail uses. All new retail uses and expansion of the existing retail use should provide for a pedestrian circulation system (sidewalks and/or trails), including connections to Sub-unit O-1. Development proposals should show how new development and/or redevelopment will integrate with surrounding areas through pedestrian linkages and urban design amenities.

Height Limit: Up to 150 feet (see the Building Heights Map, Figure 10, and Building Height Guidelines).

LAND UNIT P

Land Unit P is comprised of about 107 acres, bounded by Route 123 on the north, the Capital Beltway on the east, Route 7 on the south and International Drive on the west. Existing development is predominantly retail and office use, including Tysons Corner Center, the region's first super-regional mall which draws thousands of shoppers from the metropolitan area and beyond. The land unit also contains a hotel and Tycon Tower, the largest office building in Tysons Corner.

Land Unit P comprises the majority of the Tysons I Activity Center in the Core, the largest activity center with about 130 acres. The land unit includes Tysons Corner Center (a super-regional mall), an office development, a hotel, and some community retail uses. Because properties in the area were developed individually over time, the existing uses function as separate entities. The vision for the entire Activity Center (including Land Units P and O) is to use redevelopment as an opportunity to interconnect all portions of the Activity Center with the dominant element, the shopping mall. The purpose is to create a mixed-use area that integrates all components: regional retail, office, hotel, community retail, as well as possible future convention facilities and housing. In the event rail is extended through Tysons Corner, a rail station might be planned in proximity to Land Unit P.

A major plaza should be provided within this Activity Center that is large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps would provide abundant seating. Public art is encouraged to make the space appealing and attractive. Landscaping should be provided that is attractive in all seasons and shades the seating in the summer. Water features such as fountains and pools are encouraged because of their cooling effect in hot weather. When new development or redevelopment is considered in a development proposal within this land unit, the appropriateness of providing a major plaza should be evaluated as part of the development proposal's urban design analysis.

Circulation improvements for this land unit should occur only if development intensifies on the Tysons Corner Shopping Center site. Improvements to the private road that is part of the Tysons Corner Loop Road at the eastern edge of the property should be made, if feasible, including limiting access points from parking lots to the road.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific Guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals. In addition, urban design and transportation guidelines are set forth in the Development Review Guidelines Section.

SUB-UNIT P-1

Sub-unit P-1 is planned for retail, office, hotel, support retail and service uses up to 0.8 FAR. Also encouraged are public/semi-public uses, a conference center and/or convention center, as well as flexibility to include recreational uses. The existing super-regional shopping center, Tysons Corner Center, is a significant component of Tysons Corner which should be

encouraged to expand, modify and diversify its structures and uses as appropriate in order to remain a vital component of the metropolitan area's retail sector.

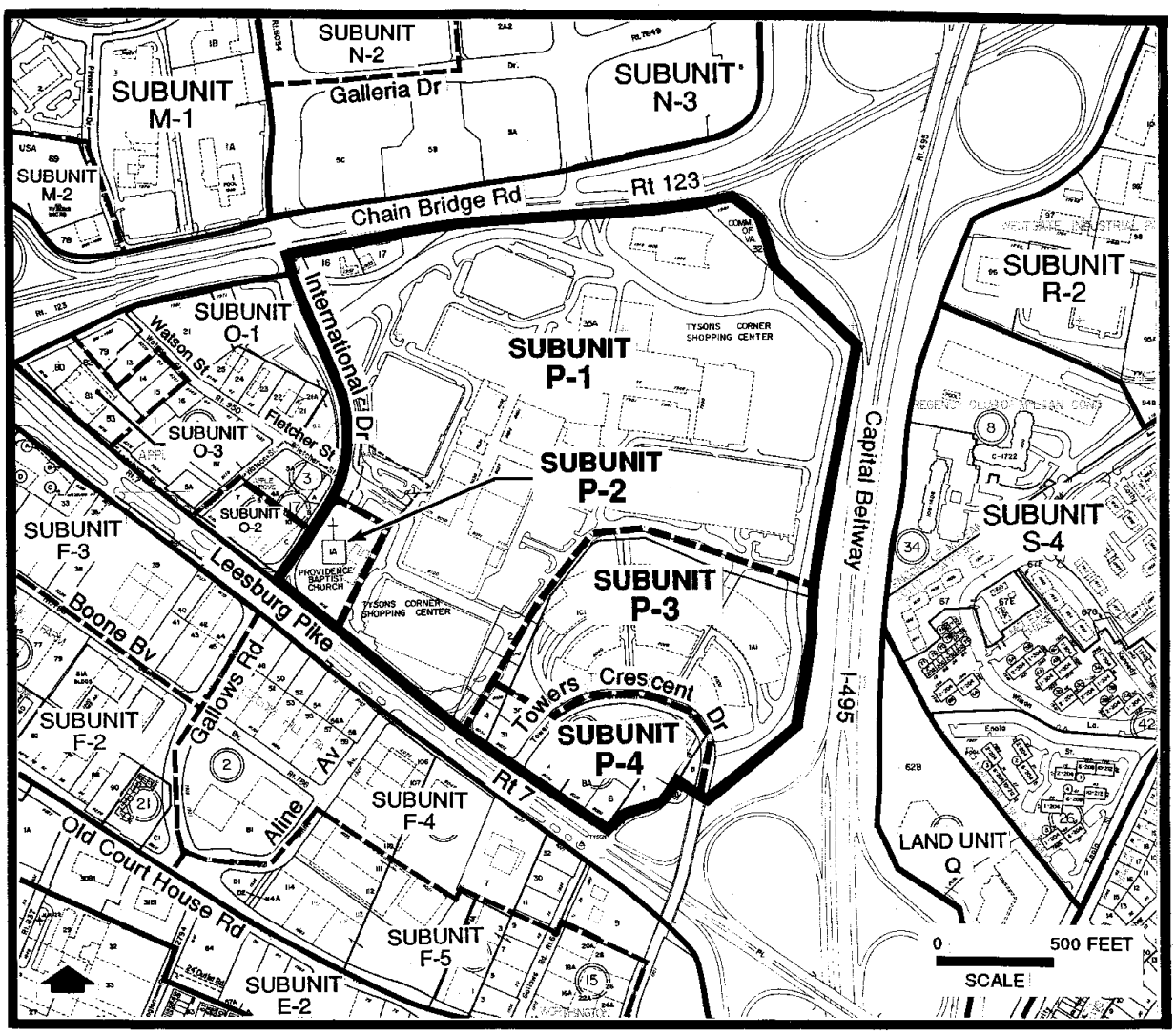

FIGURE 35

LAND UNIT P
TYSONS CORNER URBAN CENTER

Option Without Rail

As an option, the sub-unit is appropriate to intensify as a mixed-use development with office, hotel, retail, support retail and service uses (such as daycare) up to 1.2 FAR (for all nonresidential uses). In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendation section. Also encouraged are public/semi-public uses, a convention center and/or conference center, as well as flexibility to include recreational uses.

Under this option, this area offers significant opportunities to provide urban design amenities which could better integrate development in this land unit. Development proposals should show how new development will integrate with surrounding areas through the provision of pedestrian linkages and urban design amenities. The portion of the private road that is part of the Tysons Corner Loop Road in this sub-unit should be improved by limiting the number of access points from adjacent parking lots on the shopping center site, if feasible, when significant intensification occurs adjacent to this private road. (See Area-wide Recommendations, Transportation, for Collector Roads.)

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. Sites between 1,000 and 1,600 feet of the station platform are appropriate for mixed-use development with intensities (for all nonresidential uses) between 1.2 and 1.65 FAR. Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 feet area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

Height Limit: Up to 270 feet located near Route 123, but not exceeding 150 feet adjacent to Land Unit O and along Route 7. On the east side of the mall, buildings facing across the Capital Beltway (I-495) to the Regency or Encore Apartments should be oriented so that the longest dimensions of the buildings do not parallel I-495. No building on the east side of the mall should exceed the height of the Tycon Towers office building (at 205 feet) or otherwise undermine the character of that building as a gateway to Tysons Corner. A variety of building heights should be provided with buildings adjacent to Route 123 at or near the greatest height in order to provide a major focal point for the core area. Building heights at or near the top of the limit can be achieved if the result is more usable open space, improved pedestrian circulation and urban design amenities. If a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods. (See the Building Heights Map, Figure 10, and Building Heights Guidelines).

SUB-UNIT P-2

Sub-Unit P-2 is planned and approved for mixed-use development with office and retail uses, or office with support retail and service uses, or office use up to 1.5 FAR. Development proposals should provide the following:

- Sidewalks or other appropriate pedestrian facilities to create a strong linkage from this property to the shopping mall's nearest entrances and provide visible access for pedestrians coming into Sub-unit P-2 from other areas.

- Building(s) oriented to International Drive or to a major circulation feature, with parking provided primarily underground or in a structure.

Options

As an option, Sub-unit P-2 is appropriate for retail use that is compatible with the adjacent mall and that is in accord with the above conditions. Development proposals should show how redevelopment will integrate the parcels of the sub-unit through pedestrian linkages and urban design amenities.

As an option, residential use could replace nonresidential use. In any development proposal submitted, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations Section. Development proposals must meet all previous conditions for development.

Height Limit: Up to 150 feet. (See the Building Heights Map, Figure 10 and Building Height Guidelines.)

SUB-UNIT P-3

Sub-unit P-3 is planned and approved for office use with support retail and service uses up to 1.65 FAR. Development proposals should provide pedestrian walkways, including appropriate urban design amenities that make the pedestrian experience pleasant and safe. Pedestrians should be able to walk conveniently to the super-regional mall in Sub-unit P-1 and to the hotel and other uses in Sub-unit P-4. Pedestrians should be able to make these trips safely on sidewalks, without walking in parking lots, parking structures or down roadway travel lanes. These pedestrian facilities should be available 24 hours a day without requiring access to an enclosed space such as a building lobby. Development proposals should show how new development and/or redevelopment will integrate the parcels of the sub-unit through pedestrian linkages and urban design amenities.

Option

As an option, mixed-use development up to 1.65 FAR (for nonresidential uses) is appropriate, with office, support retail and a significant component of residential use. Development proposals should show how new development and/or redevelopment will integrate the parcels of the sub-unit through pedestrian linkages and urban design amenities. Development proposals should provide support retail, and other support service uses at the street level to encourage pedestrian activity. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under the Alternative Land Use Guidelines in the Area-wide Recommendations section.

Height Limit: Up to 205 feet. A variety of building heights should be provided, but in a manner that ensures that the prominence of the gateway building is preserved. (See the Building Height Map, Figure 10, and Building Height Guidelines.)

SUB-UNIT P-4

Sub-unit P-4 is planned for and developed with retail uses for all parcels except 39-2((4))A. Parcel 39-2((4))A is planned for hotel and support retail uses up to 1.4 FAR.

Option Without Rail

As an option, mixed-use development with office, hotel and/or retail uses up to 1.4 FAR is appropriate if all parcels within the sub-unit are consolidated. Development proposals should show how these parcels are integrated to function as a single development. Improved pedestrian walkways should be provided that make the pedestrian experience pleasant and safe, particularly to connect with Sub-unit P-3.

Height Limit: Up to 140 feet. (See the Building Heights Map, Figure 10, and Building Height Guidelines.)

LAND UNIT Q

Land Unit Q is comprised of about 15 acres, bounded by Land Unit S on the north, Magarity Road on the east, Route 7 on the south, and the Capital Beltway on the west. Existing development is entirely office use.

Land Unit Q is located in the East Route 7 non-core area because of the land unit's position adjacent to the Capital Beltway and Route 7. The vision for this area is to retain the existing character as established by the area's high-rise offices.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

Land Unit Q is planned for and developed with office, support retail and service uses up to .85 FAR. Any expansion or alterations on the site should maintain a buffer area with adequate screening adjacent to the housing in Land Unit S to mitigate any adverse impacts.

As an option, Parcel 39-2((1))62B, may be appropriate for office with support retail and service uses up to .90 FAR if a development proposal provides for the following:

- Any expansion or alteration should maintain the existing buffer area and screening adjacent to the housing in Land Unit S to avoid any visual impacts;

- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office buildings;

- A transportation analysis should be performed in conjunction with any development application; commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided;

- A Transportation Demand Management (TDM) commitments are made which include both new and existing development that should result in a minimum of 20% of the total site-generated trips being made by non-single occupancy vehicle (non-SOV) measures consistent with the County’s goal for transit use in the Tysons Corner Urban Center; and

- Any cellar space included in the expansion will not be used for office space or other peak hour traffic generating purposes.

Height Limit: Up to 125 feet (see the Building Heights Map, Figure 10, and the Building Height Guidelines).

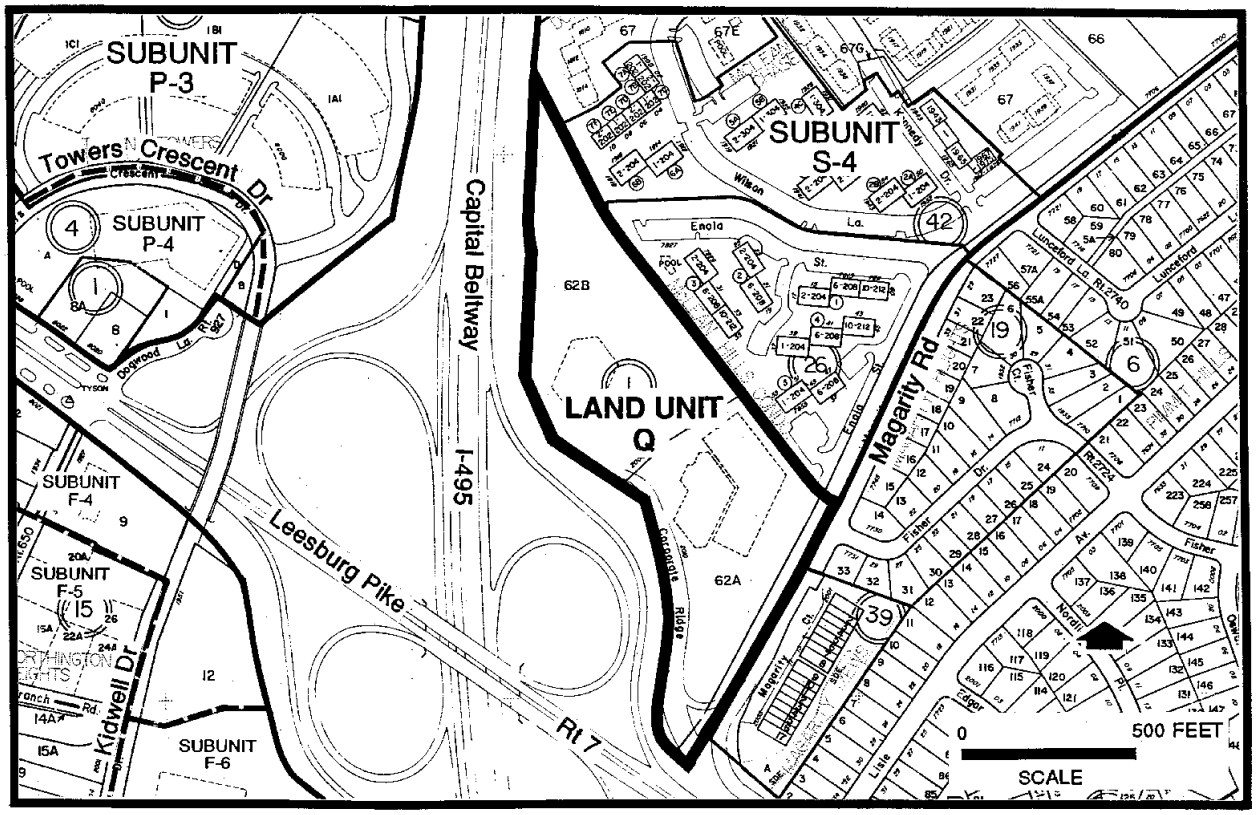

FIGURE 36

LAND UNIT Q MAP
TYSONS CORNER URBAN CENTER

LAND UNIT R

Land Unit R is comprised of about 169 acres, bounded by the DAAR on the north, multi-family developments (in Land Unit S) on the east and south, and the Capital Beltway on the west. Existing development is predominantly office, with older buildings designed and built for research and development (R & D), and light industrial uses. It is not the intent of this plan to preclude the use of older buildings for R & D and light industrial redevelopment.

Land Unit R contains the West Gate office park and is one of the two largest non-core areas in Tysons Corner, the other being West Park (Sub-units L1, L2, and L3). Both areas have developed as office parks with a predominantly campus-like setting. The vision for both is to continue their development as office parks. The vacant parcels in Land Unit R will infill with additional office use, and the low-rise buildings will redevelop to mid-rise and some high-rise office buildings with support retail and service uses. Opportunities exist to introduce a housing component. Further opportunities exist for intensified development, in the event that a rail transit station site is selected and programmed for design and construction in proximity to this land unit.

Major circulation improvements planned for this land unit include a new road with a bridge across Scotts Run Park to connect Colshire Drive to Old Meadow Road, and an extension of Colshire Drive across Route 123 to connect with Old Spring House Road. Development should allow for the eventual construction of these roads and bridges as already approved by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT R-1

Sub-unit R-1 is planned for and developed with office and industrial uses up to .50 FAR.

Option without Rail

As an option, the sub-unit in its entirety is appropriate for redevelopment for single-family attached residential use at 8 to 12 dwelling units per acre or multi-family residential use at 20 to 30 dwelling units per acre. Residential development should create a viable living environment and provide for recreation or other amenities for the residents. The site design should ensure that there are buffers to screen the development from the Capital Beltway, the DAAR and Sub-unit R-2's planned nonresidential development. In addition, development under this option should include noise attenuation measures as may be determined appropriate by the County and contribute to part of the construction cost for the Old Springhouse Road connection to Colshire Drive.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses)

up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites within 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be considered within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

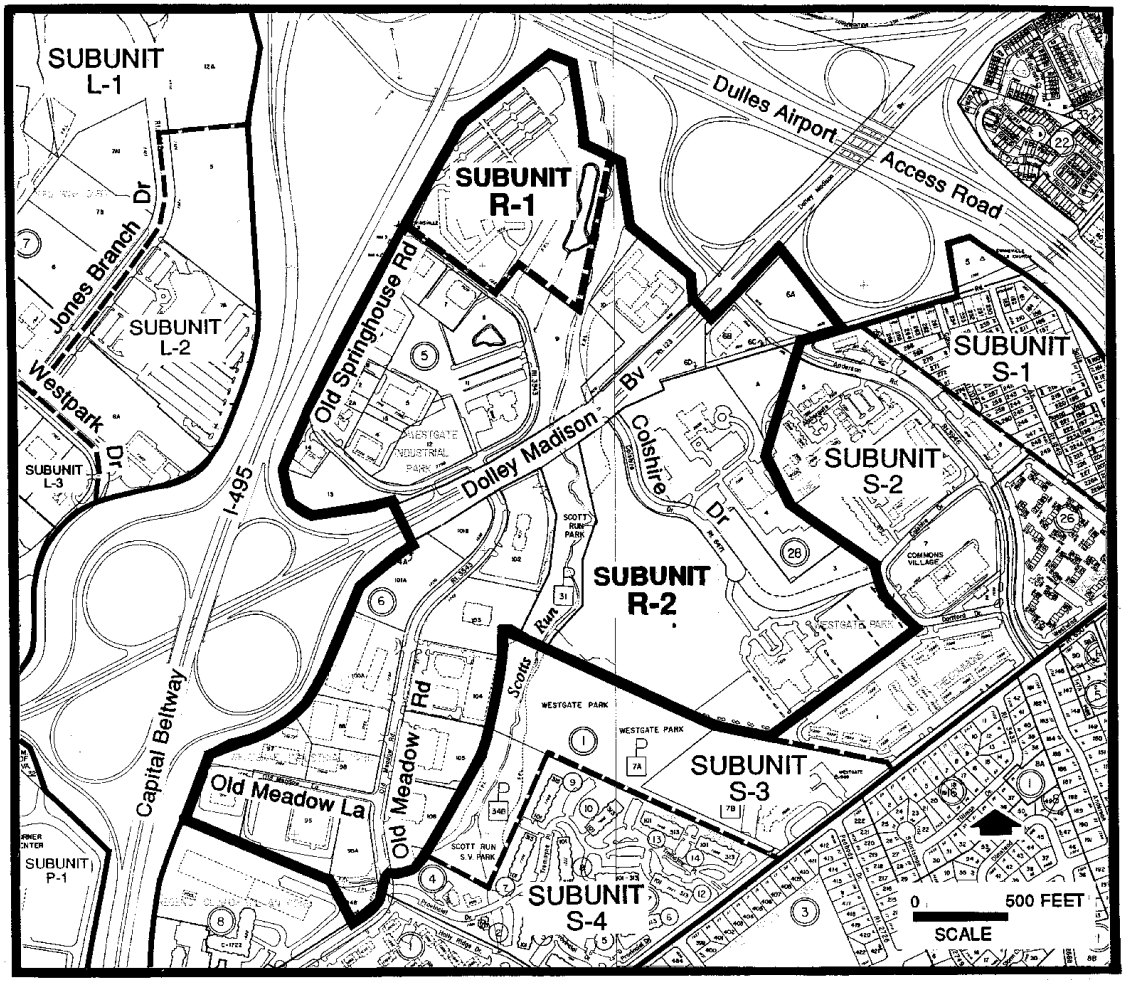

FIGURE 37

LAND UNIT R
TYSONS CORNER URBAN CENTER

Height Limit: Up to 105 feet. (See Building Heights Map, Figure 10, and Building Height Guidelines.) If a rapid rail station site is to be located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

SUB-UNIT R-2

Sub-unit R-2 is planned for research and development use, light industrial use, and office use with support retail and service uses up to an average .65 FAR for the Sub-unit, with a maximum intensity of 1.0 FAR on individual and/or groupings of parcels. The variation in intensity within this sub-unit is to encourage the development of nodes. Development with intensities up to 1.0 FAR should be concentrated north of Route 123 to encourage the creation of a development node in the portion of the sub-unit that is furthest from single-family detached residential neighborhoods and has substantial visibility from the Capital Beltway.

This flexibility is intended to encourage innovative design solutions for this area which offer significant opportunities to provide urban design amenities and better integrate development in this land unit. The Old Springhouse Road area is particularly suited to be designed as a major focal point if redeveloped so that future buildings related to a plaza with interconnections to the pedestrian system to the remainder of land unit, where appropriate. Also, the vacant land on the west side of Colshire Drive could provide a focal point through the grouping of buildings and site design. Integration with surrounding areas through pedestrian linkages and urban design amenities should be provided.

Option Without Rail

As an option, residential use is appropriate on any portion of the sub-unit. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform. Sites between 1,000 and 1,600 feet of the station platform are appropriate for mixed-use development up to 1.0 FAR (for all nonresidential uses). Compatible transitions of height, bulk and intensity to adjacent development should be provided within the 1,600 foot area. In any development proposal submitted under this option, planned nonresidential intensity can be replaced by residential use as provided under Alternative Land Uses in the Area-wide Recommendations section.

Height Limit: Up to 150 feet north of Route 123 and west of Scott's Run, with the area east of Scott's Run up to 105 feet; and the area west of Scott's Run along Old Meadow Road up to 105 feet for the northern portion and up to 90 feet for the southern portion. Building heights at or near the top of the limit can be achieved if the result is more usable open space and/or improved pedestrian circulation. In addition, a variety of building heights should be provided in the sub-unit. (See the Building Heights Map, Figure 10, and Building Heights Guidelines.)

If a rail station is to be located adjacent to that portion north of Route 123 and east of Scott's Run, building height could be increased from 105 to 150 feet. For the remainder of the sub-unit, if a rapid rail station site is located in proximity to this Sub-unit, maximum building heights within 1,600 feet of the station platform may increase up to 30%. All transit related height increases should be consistent with the Building Height Guidelines and the resultant height should not adversely impact the character and development of adjacent and nearby lands or neighborhoods.

LAND UNIT S

Land Unit S is comprised of about 192 acres, bounded by the DAAR on the north; Magarity Road on the east and south; and office development (Land Unit R) on the west. Existing land use is predominantly residential.

Land Unit S is located along the Magarity Road Edge which is the eastern boundary of Tysons Corner. Multi-family garden apartments provide a transition in scale and land use between West Gate's office development and the Pimmit Hills single-family neighborhood. The vision for this land unit is to retain the scale that is provided by the garden apartments directly adjacent to Pimmit Hills and permit some redevelopment of existing garden apartments to mid-rise multi-family use to encourage more housing adjacent to employment locations.

The major circulation improvement planned for this land unit is a connection of Old Meadow Road to Magarity Road. Several possible alignments should be considered when evaluating a proposal for development within the sub-units. After selection of an alignment, development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed, or redeveloped along the chosen alignment, right-of-way should be dedicated and construction of the roadway should be provided, as determined appropriate by the County.

Guidance for evaluating development proposals for this land unit is contained in the Area-wide Recommendations, the Land Unit Recommendations and the Development Review Guidelines Sections of the Plan. Specific guidance for uses and intensities as envisioned in the Plan are provided in the sub-unit text below. Achieving planned intensity is predicated upon successfully incorporating these recommendations and guidelines into development proposals.

SUB-UNIT S-1

Sub-unit S-1 is planned for and developed with residential use at 2 to 3 dwelling units per acre.

Option

As an option, existing residential uses are appropriate to redevelop as townhouses at 8-12 dwelling units per acre or multi-family development at 20-30 dwelling units per acre, if consistent with the Guidelines for Neighborhood Redevelopment as outlined in the Policy Plan. Redevelopment should create a viable living environment that is compatible with adjacent uses. Recreational facilities and other amenities should be provided for the residents. The site design should ensure that there is a buffer to screen the development from the DAAR and to include noise attenuation measures as may be determined appropriate. Development proposals under this option must provide for the following:

- Logical and substantial parcel consolidation that provides for well-designed projects that function efficiently and does not preclude other parcels from developing in conformance with the Plan. Redevelopment should occur in a manner that does not impede vehicular circulation to any unconsolidated parcels.

- In the event an alignment is selected that extends the rapid rail line to Dulles Airport through Tysons Corner, development proposals in this land unit should dedicate rail right-of-way as appropriate.

- Noise attenuation measures: parking structures and other site design techniques may be used as part of the noise attenuation measures that address noise impacts of the DAAR upon housing development.

- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design amenities such as plazas, courtyards, landscaping, and other pedestrian open space amenities. Pedestrian connections to Sub-unit S-2, to Chain Bridge Road, and to Magarity Road should be provided.

- Development proposals should show how parcels will be integrated with Sub-units S-2 and R-2 through pedestrian linkages and other urban design amenities.

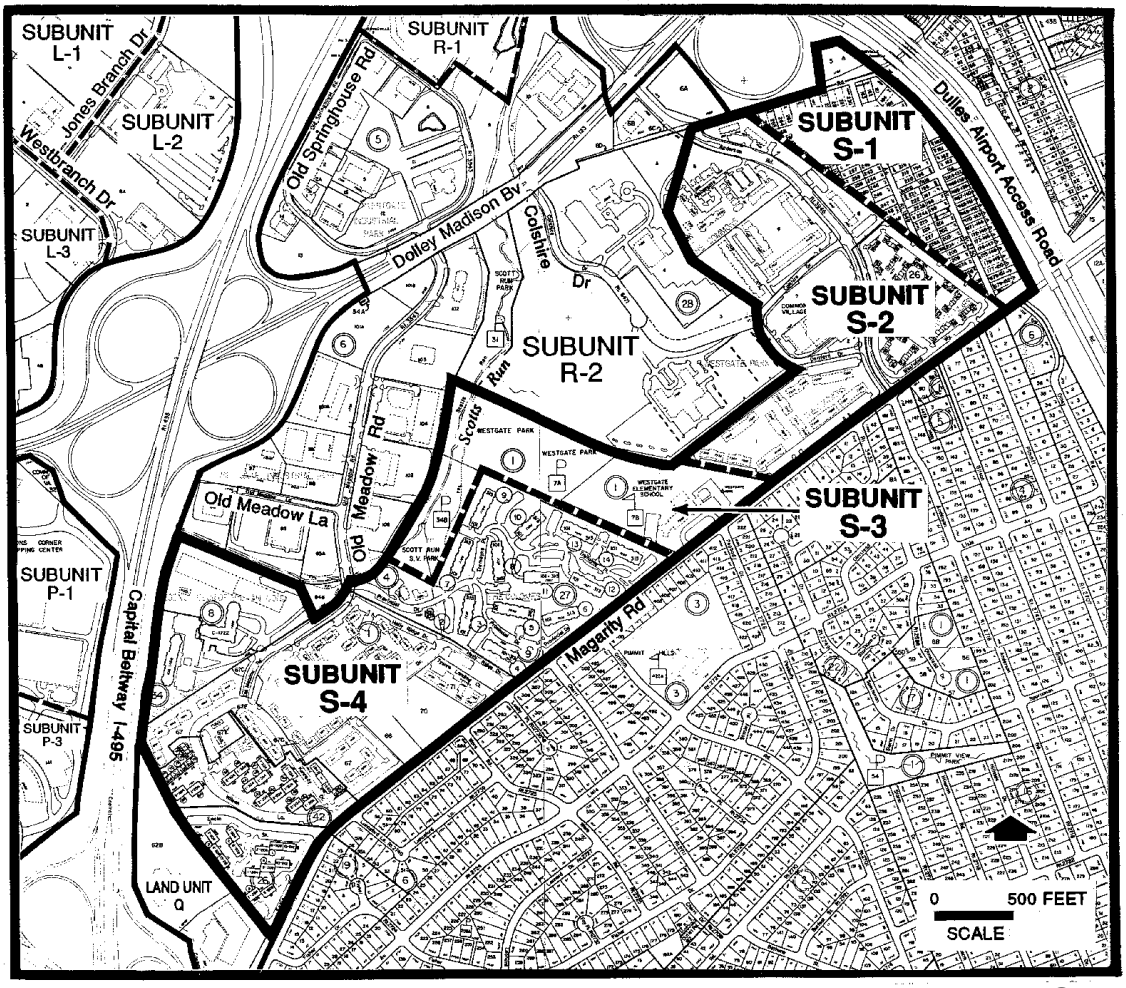

FIGURE 38

LAND UNIT S
TYSONS CORNER URBAN CENTER

Height Limit: Up to 75 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT S-2

Sub-unit S-2 is planned for and developed with residential use up to 20 dwelling units per acre, except for the shopping center (Parcels 30-3((28))2 and 7) and the Westerlies Townhouses (Tax Map 30-3((26))all parcels). The shopping center is planned for office and neighborhood retail use. The Westerlies is planned for residential use up to 12 dwelling units per acre.

Option

As an option, existing residential uses are appropriate to redevelop as residential use at 20-30 dwelling units per acre, provided that a viable living environment can be created that is compatible with adjacent uses. Recreational facilities and other amenities should be provided for the residents. The shopping center [Parcels 30-3((28))2 and 7] should remain in neighborhood retail use or could redevelop at 20-30 dwelling units per acre, provided that neighborhood retail uses are integrated into the new residential development as appropriate. All optional uses should provide for the following:

- A compatible transition to the single-family neighborhood across Magarity Road, by screening and/or landscape buffering, and/or by designing structures to act as a harmonious transition.

- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design amenities such as plazas, courtyards, landscaping, lighting and seating. Pedestrian connections between this sub-unit and Sub-units R-2 and S-1 should be provided where appropriate.

- Development proposals should show how the parcels will be integrated with Sub-units S-1 and R-2 through pedestrian linkages and other urban design amenities where appropriate.

Height Limit: Up to 90 feet, except adjacent to Magarity Road which is limited to 45 feet (see Building Heights Map, Figure 10, and Building Height Guidelines).

SUB-UNIT S-3

Sub-unit S-3 is planned for and developed with public school and park uses. Any expansion of these uses should consider providing adequate buffers and screening to mitigate any adverse impacts on adjacent residential development.

Height Limit: Up to 45 feet (see Building Heights Map, Figure 10, and Building Heights Guidelines).

SUB-UNIT S-4

Sub-unit S-4 is planned for and developed with residential use up to 20 dwelling units per acre, except for Parcels 29-4((4))1 and C, and Tax Map 39-2((34)) all parcels, which are planned for and developed with residential use up to 30 dwelling units per acre.

Option

As an option, the residential uses on Parcels 39-2((1))66, 67, 67C, 67F, 67G, 70, and 72 are appropriate for redevelopment for single-family attached residential use at 8-12 dwelling units per acre or multi-family residential use at 20-30 dwelling units per acre, with logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Residential projects should create a viable living environment and provide for recreational and other amenities for the residents. Development proposals under this option should provide for the following:

- A vehicular connection from Old Meadow Road to Magarity Road.
- A compatible transition to the single-family neighborhood across Magarity Road, by screening and/or landscape buffering, and by through building design.
- Noise attenuation measures as may be determined appropriate by the County.

Height Limit: From 45 feet to 150 feet, depending upon location. Within 400 feet from Magarity Road, height up to 45 feet; more than 400 feet from Magarity Road, height up to 90 feet; and adjacent to the Capital Beltway, height up to 150 feet (see the Building Heights Map, Figure 10, and Building Height Guidelines).