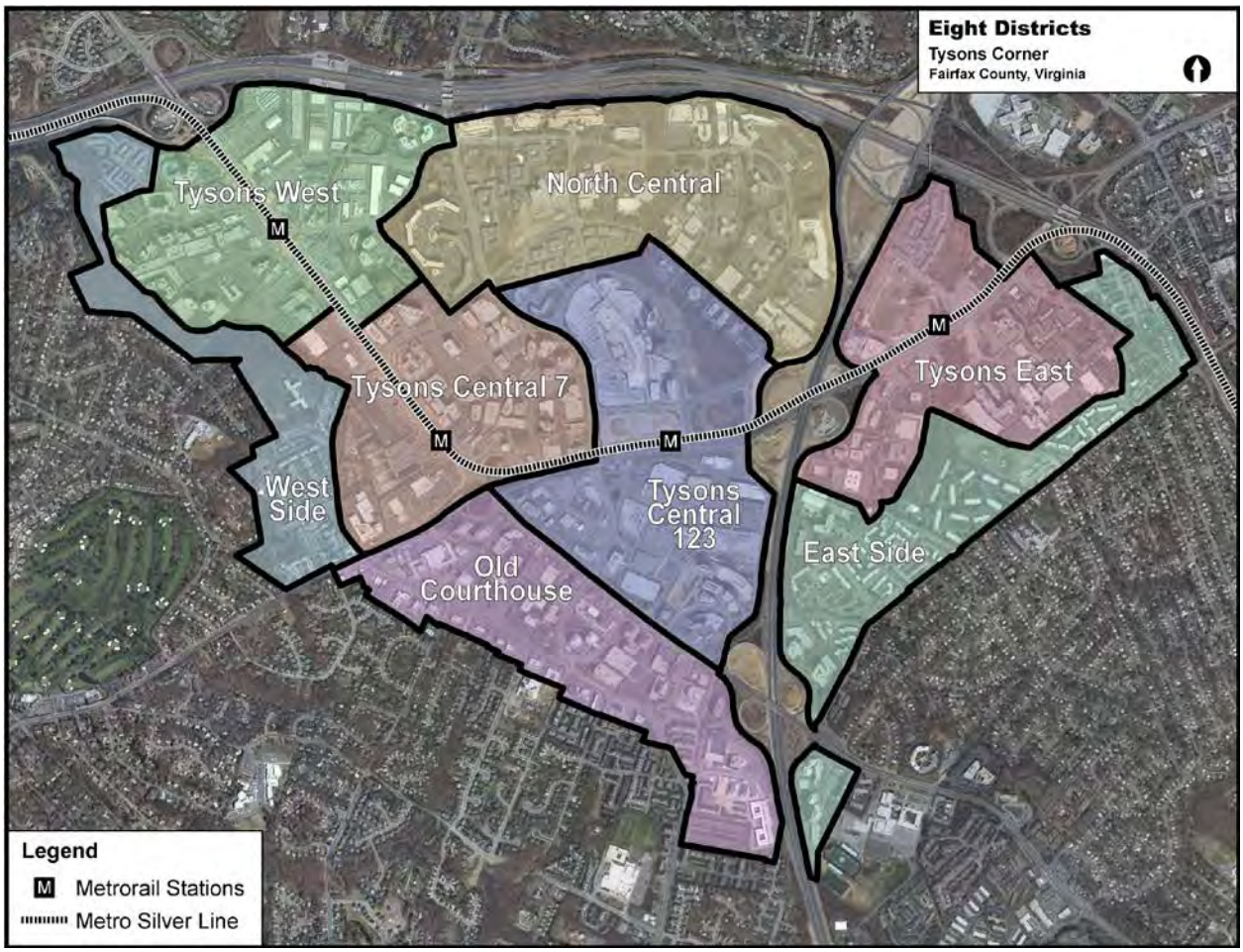
5: DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the eight districts in Tysons. Four of these districts surround the future Metrorail stations and are referred to as Transit Oriented Development areas (TODs). The other four Non-TOD Districts provide a transition between the adjacent communities and the higher intensity development in the TOD areas. Map 11 shows the locations of the eight districts in Tysons.



MAP 11

The discussion of each district begins with a description of the overall vision for its transformation. Each district is then divided into subdistricts, and some subdistricts are further divided into subareas. Within each subdistrict or subarea, there is a brief discussion of its location followed by a paragraph entitled Base Plan, which generally recognizes the existing and/or approved uses and intensities for the subdistrict or subarea. Most subdistricts or subareas, except for the edges, also have sections entitled Redevelopment Option. These sections provide

guidance on achieving the vision for transforming Tysons described in the Vision for Tysons section of the Areawide Recommendations.

For the TOD areas, the primary guidance on land use mix and intensities for the Redevelopment Option is provided in the Land Use section of the Areawide Recommendations. For the four Non-TOD Districts, primary guidance on land use mix and intensities is provided in the District Recommendations.

All development proposals in Tysons which involve new development or redevelopment that increase intensity, increase height, or substantially change the design of a previously approved development should be in general conformance with the Areawide Recommendations as well as the District Recommendations. Following are issues that most redevelopment proposals will need to address:

- Logical and substantial parcel consolidation and/or coordinated proffered development plans, as specified in the District text and in conformance with the Areawide Land Use Recommendations;

- The provision of housing, including affordable and workforce housing, as described in the Areawide Land Use Recommendations;

- Significant improvement to vehicular and pedestrian access and circulation, as discussed in the Areawide Transportation Recommendations;

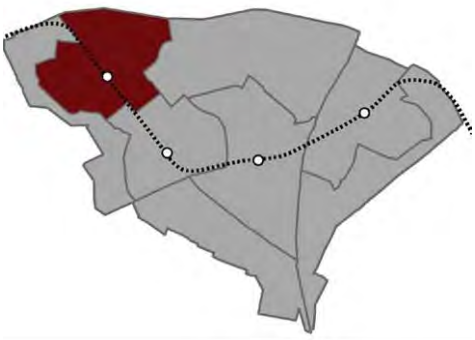
- Integration with other planned redevelopment on adjacent property, facilitating the redevelopment of other parcels in conformance with the Plan;

- The provision of publicly accessible open space, stormwater management facilities, and urban design amenities consistent with the Areawide Environmental Stewardship and Areawide Urban Design Recommendations; and

- The phasing of planned development with necessary public facility, transportation and infrastructure improvements and appropriate mitigation measures, consistent with the guidance in the Areawide Recommendations.

The order of the District text is as follows. The four TOD Districts are discussed moving from west to east: Tysons West, Tysons Central 7, Tysons Central 123, and Tysons East. The four Non-TOD Districts are also discussed moving from west to east: West Side, Old Courthouse, North Central and East Side.

Tysons West



Tysons West is a gateway to Tysons from Route 7 and the Dulles Airport Access Road and Toll Road. This area of industrial uses, car dealerships and offices is envisioned to transform into a new transit-oriented, mixed use destination with special emphasis as an arts and entertainment center.

To become this vibrant urban destination, Tysons West will need a diversity in land use, including office, residential, hotel and retail uses, as well as a concentration of arts and entertainment uses of the type often found in more established downtown areas. Taking advantage of the Metro station, the majority of land uses closest to the station are designated for employment uses.

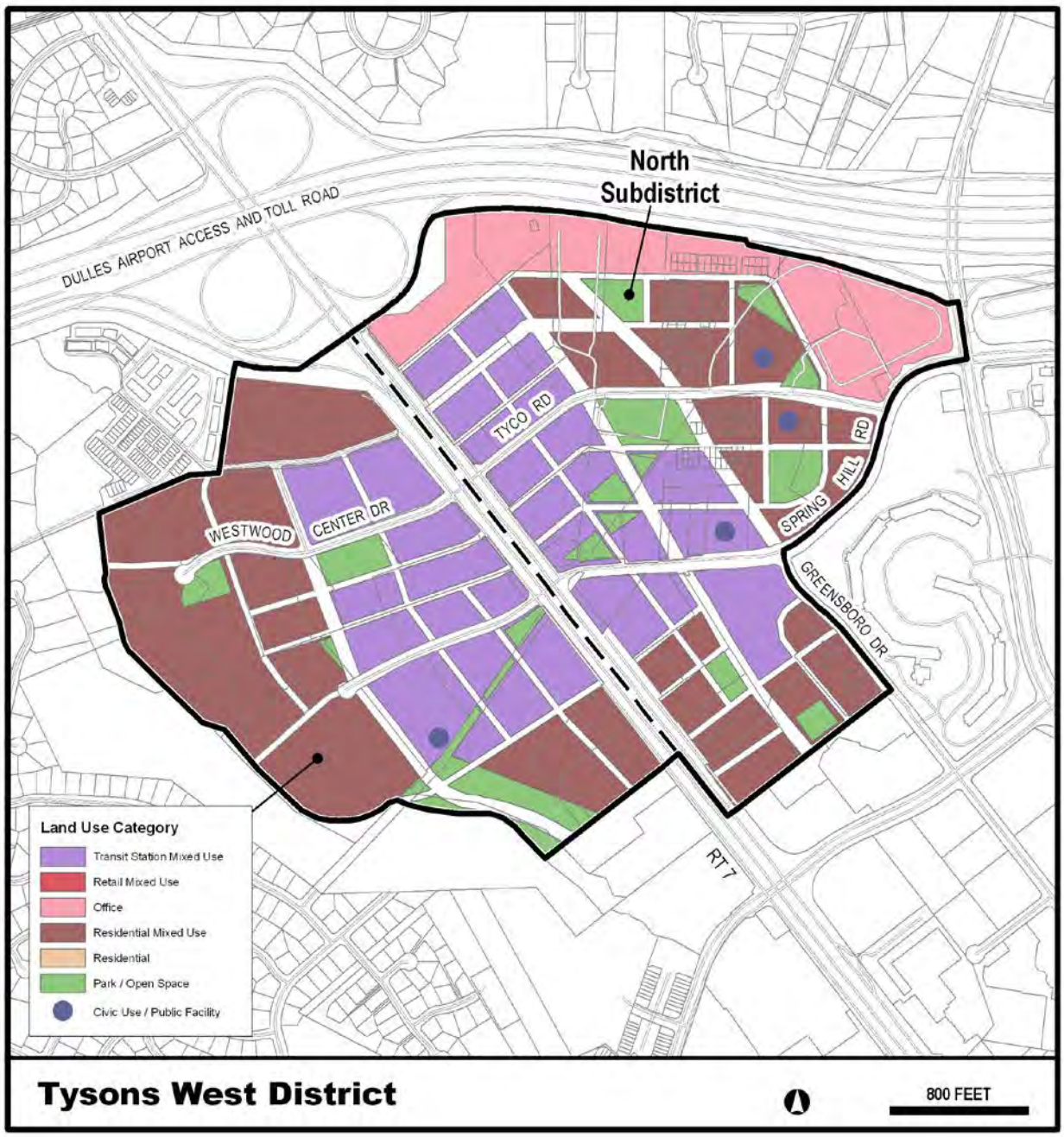
Retail uses should include restaurants and cafes, art galleries, small theaters, specialty and general retail that form the basis of an arts and entertainment center and stay open after the workday ends. Streets immediately adjacent to the Tysons West transit station are envisioned as retail streets, drawing people off Metrorail and into new residential neighborhoods. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A series of urban park spaces linked by the area's urban street grid will provide attractive places for walking and places for informal neighborhood gatherings. Live/work and loft housing should integrate with or be in close proximity to arts and entertainment uses.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard with inviting street level facades below high-rise buildings. This redesign should result in a calming of traffic through the area while maintaining the roadway capacity of Route 7.

Moving out from the station, planned intensities will provide transitions in scale, mass and height to the surrounding areas, such as on the west to the Old Courthouse Spring Branch Stream Valley Park and on the east to planned and existing residential areas in the North Central District.

On the southeast end of the district, office buildings along Route 7 create a strong business environment. People should be able to move easily back and forth between the Tysons Central 7 and Tysons West TOD Districts to take advantage of both transit stations and the supporting services planned for the ground floor of the office buildings and future residential buildings in this area.

The land use concept for the Tysons West District is shown in the map below.



MAP 12

Adjacent to the Dulles Airport Access Road and Toll Road, office uses are planned to take advantage of the visibility from the Toll Road and to continue the planned and existing office focus found in the North Central District located to the east.

The land use concept for the Tysons West district is shown in the map below. The district is composed of two subdistricts separated by Route 7: South and North Subdistricts.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

SOUTH SUBDISTRICT

The South Subdistrict is comprised of about 104 acres and is bounded by the Dulles Airport Access Road (DAAR) and Toll Road/Route 7 interchange on the north, Route 7 on the east, the North Central 7 Subdistrict on the south and the West Side District on the west.

Base Plan

Auto sales use is the predominant land use along Route 7; the frontage properties also include two high-rise hotels and several office buildings. This area is planned for and developed with auto sales and office use with support retail and service uses at existing intensities ranging between 0.7 FAR and 1.0 FAR.

Office use is the predominant land use on Westwood Center Drive and Spring Hill Road; this area away from Route 7 also includes several auto sales uses as well as two low-rise hotels. This area is planned for and developed with these existing uses. The hotels and office uses have existing intensities between 0.5 FAR and 0.7 FAR.

Redevelopment Option

This subdistrict is envisioned for substantial redevelopment to create a mixed use TOD with significant office, residential and retail components, as well as arts and entertainment uses. Retail should include such uses as restaurants and cafes, art galleries, small theaters, specialty and general retail that can help form the foundation for an arts and entertainment center. Residential development is an important component of this subdistrict; live/work and loft housing, if provided, should be integrated with or be in close proximity to arts and entertainment uses. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

To achieve this vision, development proposals should address the Areawide Recommendations, and provide for the following.

- The vision for this subdistrict is to redevelop with significantly higher intensity near the Metro station as well as to become more diverse in land uses and incorporate an arts and entertainment focus. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, should include a grid of

streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- In this subdistrict, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

- When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Boone Boulevard and planned new ramps from the Dulles Airport Access Road connecting to Boone Boulevard.

- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks, and pedestrian and bike circulation improvements should be provided, including multi-use trails along the adjacent stream valley park land. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.

- The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Old Courthouse Spring Branch Stream Valley Park to the Tysons West Metro station, as well as to several urban parks; alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.

- This area should also include one planned civic plaza (urban park), at least one acre in size and located within 1/4 mile of the Metro station. This plaza should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in this area. A common green urban park of at least one acre should also be located in the subdistrict to provide active and passive recreation and leisure opportunities for residents and workers.

- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone

Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons Central 7 District. Publicly accessible open space and recreational facilities should be provided consistent with the guidance in the Areawide Environmental Stewardship Recommendations.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.

- Under this option, building heights may range from 105 feet to 400 feet, depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 150 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, with areas along Route 7 to the south at 175 feet and areas at the western edge of the subdistrict having heights up to 105 feet. The exception is the Tysons Sheraton Hotel, which is a gateway landmark at 215 feet in height; property abutting to the east and south should not have buildings exceeding 150 feet in order to maintain this building as an existing gateway to Tysons Corner. Building heights should be consistent with the guidelines in the Areawide Urban Design Recommendations.

- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

NORTH SUBDISTRICT

The North Subdistrict is comprised of about 125 acres and is bounded by the Dulles Airport Access Road and Toll Road on the north, Route 7 on the southwest, and the Tysons Central 7 and North Central Districts on the southeast.

View looking toward Metro Station from an urban park in Tysons West's North Subdistrict

Base Plan

Auto sales and retail uses are the predominant land uses along Route 7, along with one high-rise office building. This area is developed and planned for auto sales and retail uses, as well as portions developed and planned for office use with support retail and service uses at existing intensities between 0.7 FAR and 1.3 FAR.

In the area away from Route 7, industrial and industrial flex uses are the predominant land uses. On the eastern end of Tyco Road, there is an electrical substation and a three building office complex. On Spring Hill Road, there is a fire station, post office and two office buildings. This area is planned for low intensity industrial and industrial flex uses and office use with support retail and service uses at existing intensities between 0.5 FAR and 0.7 FAR.

Since the easternmost property (Tax Map 29-1((1))67A, 68 and 69) provides a transition to the North Central District, this property should be similar in character and intensity to the

North Central District properties fronting the Dulles Airport Access Road and Toll Road. The property is planned for office use up to .85 FAR 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 and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided; and

- The maximum building height is 75 feet.

Redevelopment Option

The subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Route 7 and adjacent to the Dulles Airport Access Road and Toll Road. Urban residential neighborhoods should be provided and will enliven the vibrancy of this mixed use district. Other land uses should include hotels, arts and entertainment, retail and support services. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

To achieve this vision, development proposals should address the Areawide Recommendations, and provide for the following.

- The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. Sites within 1/8 mile of the Metro station should be redeveloped predominantly with office use. Beyond 1/8 mile it is envisioned that the area will transition to urban residential neighborhoods. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

    - Throughout this subdistrict, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

    - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

- For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the Dulles Airport Access Road and Toll Road connecting to Greensboro Drive.

- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks and pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation recommendations.

- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.

- As discussed above under the South Subdistrict, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.

- The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.

- Additional urban parks are to be located throughout the subdistrict. All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. Publicly accessible open space and recreational facilities should be provided in this subdistrict consistent with the Areawide Environmental Stewardship Recommendations.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations.

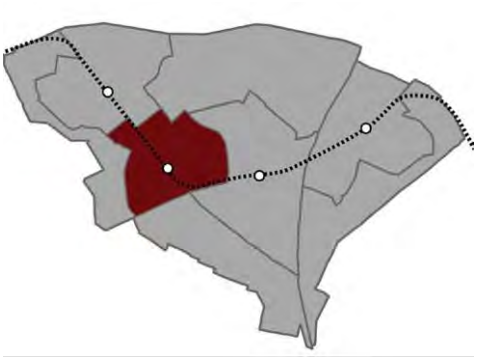
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations. It is anticipated that existing Fire Station 29 and the U.S. Post Office on Spring Hill Road will be relocated as redevelopment occurs.

- Building heights will vary depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 175 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. Building heights should be consistent with the above guidance as well as the guidelines in the Areawide Urban Design Recommendations.

- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

- A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Tysons Central 7

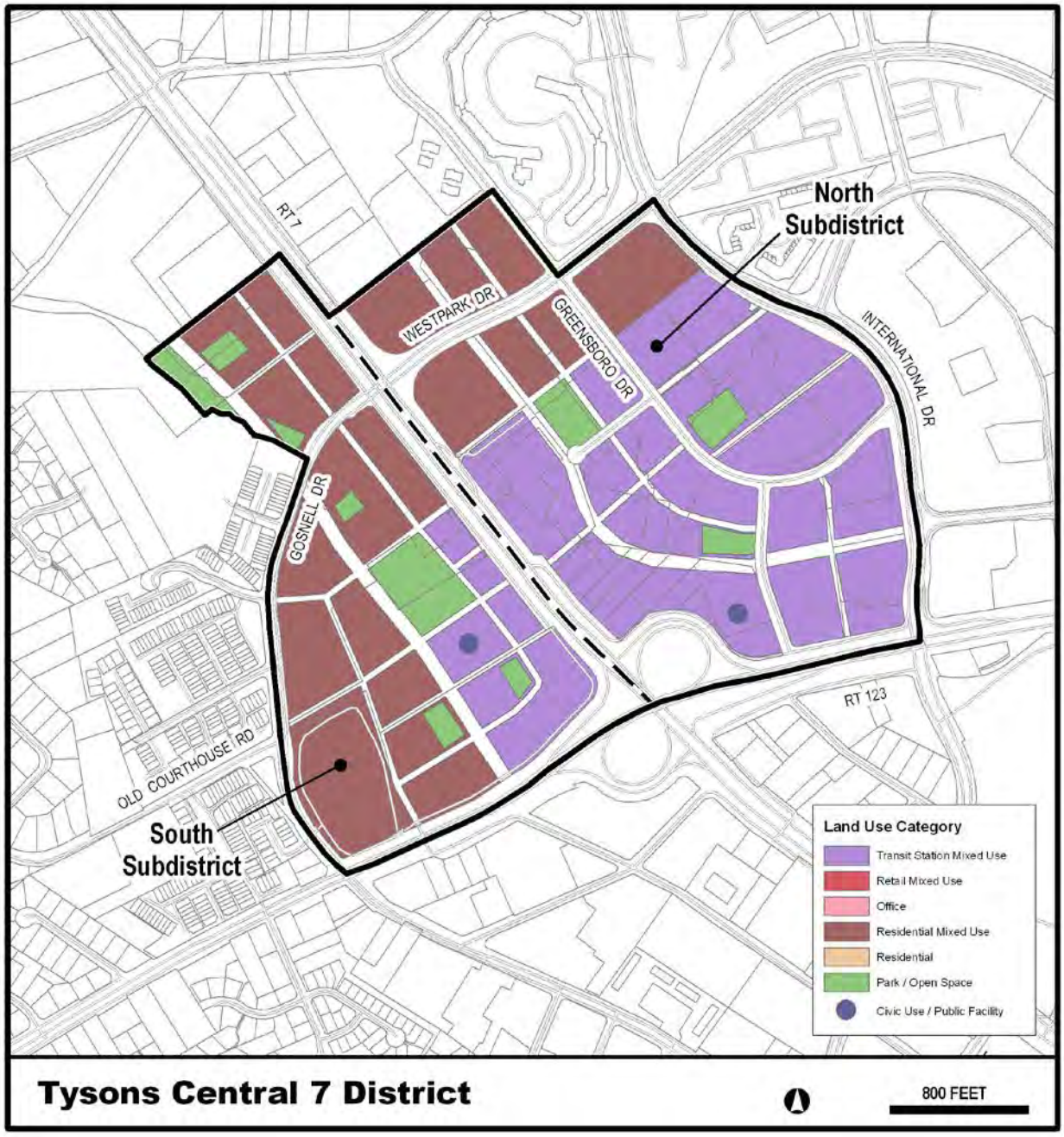


Tysons Central 7 District has two subdistricts, separated by Route 7. The North Subdistrict is envisioned to be a vibrant 24-hour mixed use center with residential, retail, and hospitality uses, as well as a high concentration of office space. The South Subdistrict is envisioned as a civic center with a great public space and a significant new public building or buildings. The South Subdistrict will also include a mix of public, residential and commercial uses. The transformation in the South Subdistrict will be influenced by redevelopment that comes with the extension of Boone Boulevard. The northwestern portions of both subdistricts provide connectivity to the Tysons West District by means of the grid of streets, which provides streets parallel to Route 7.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard on either side of the at-grade Metro station. This redesign will result in a calming of traffic through this office area while maintaining the capacity of Route 7. The streets leading to and from Tysons Central 7 will be pedestrian-friendly, encouraging people to walk and bike and leading people to the civic center and the business areas of the district.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The map below shows the land use concept for the Tysons Central 7 District.



MAP 13

SOUTH TYSONS CENTRAL 7 SUBDISTRICT (CIVIC CENTER)

The South Subdistrict is comprised of about 76 acres, and is generally bounded by Route 7 on the east, Route 123 on the south, and Gosnell Road and Old Courthouse Spring Branch Stream Valley Park on the west. Existing land use is a mix of retail, auto dealerships, office and multi-family residential uses.

Base Plan

The multi-family and office uses located along Gosnell Road are planned and developed as a transition in scale and building mass to the townhouse uses in the West Side District. Along Route 7, the area is planned for and developed with auto sales and retail uses.

Redevelopment Option

The vision for the area is to redevelop into a mixed use area with mid-rise and high-rise buildings. Office uses should be concentrated closest to the Metro station, and the area should transition to more residential use away from the Metro station as illustrated on the Land Use Concept Map. The signature focal point of the Tysons Central 7 District is the civic center's great public space, the "Civic Commons" which should be about three to four acres. This public space will be a critical element for creating the area's new identity and will provide the setting for community events and celebrations within this portion of Tysons. The space should consist of both hardscape and open lawn areas and should feature urban park amenities that will draw people in, such as interactive artwork or a unique water feature. As the signature civic open space in Tysons Corner, the Civic Commons should include elements that interpret the history of

Tysons Corner from country crossroads to suburban office park to vibrant urban center. With easy access to transit, the Civic Commons could be the primary location within Tysons for staging major public events such as outdoor concerts or public markets.

Abutting the Civic Commons should be a new public building or buildings, which have a significant architectural design and provide government services, such as a public library, community center, and/or arts center. These public uses will bring a civic presence, and shape positive urban spaces brought to life by the interaction of employment, residential and retail uses, and outdoor events and street life.

As the subdistrict extends west to the West Side District, urban residential neighborhoods should be developed and be distinguished by calm, dignified blocks linked together by tree-lined streets with cycling, promenades and sitting spaces. Residential blocks should provide for public, semi-public, and private open space amenities.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subdistrict is to concentrate high intensity office uses closest to the Metro station, with the area transitioning to a higher proportion of residential use away from the Metro station. Other land uses may include hotel, retail and public uses which should be provided at intensities and land use mixes consistent with the guidance in the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

    - For the area between Gosnell Road and Route 123, which includes five properties, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met. A key component of any redevelopment proposal should be the provision of a significant portion of or all of the three to four acre Civic Commons as well as land for the civic building(s).

    - For the area northwest of Gosnell Road (fronting on Route 7), which includes three properties, full consolidation should be provided. If full consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of the grid of streets.

- The major circulation improvement in this subdistrict is the Boone Boulevard extension. Development proposals should accommodate the eventual construction of this street. Redevelopment along this street's planned alignment should dedicate and construct this street, in phases if necessary.

- In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- As mentioned under the subdistrict's vision, the signature piece of the subdistrict is the three to four acre Civic Commons. In addition, other urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided according to the Urban Design guidelines, as well as consistent in quantity with the urban park and open space standards under the Areawide Environmental Stewardship Recommendations.

- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons West District.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations. In addition, if the subdistrict's existing residential use is redeveloped, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan).

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, specific public facility improvements identified are: 1) civic building(s) that contain public uses, such as a library, community center, and/or arts center; and 2) an electrical power substation northwest of Gosnell Road, which is to be located either in this subdistrict or in the Tysons West District. From this new substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment.

- Building heights in this subdistrict range from 75 feet to 400 feet, depending upon location, as conceptually shown on the Building Height Map and discussed in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Gosnell Road which has a maximum height of 75 feet; in this area buildings need to provide a compatible transition in building scale and mass to the adjacent West Side District across Gosnell Road. Height increases with distance from Gosnell Road, with the maximum height of 400 feet limited to the area nearest the Metro station.

- A potential circulator alignment extends across this subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the discussion of Intensity in the Areawide Land Use Recommendations.

NORTH TYSONS CENTRAL 7 SUBDISTRICT

The North Subdistrict is comprised of about 102 acres, and is generally bounded by Route 7 on the west, International Drive on the north and east, and Route 123 on the south. This area contains the highest natural elevation in the County, which make its skyline visible from great distances. Office use is the predominant land use in the subdistrict. Two hotels are situated at opposite ends of the area, one on the east side and one on the west. In addition, a small number of freestanding retail uses are concentrated in the area adjacent to the Route 7/Route 123 interchange, which is also the location of a water tower and 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 the tower itself be removed and its functions incorporated onto the top of a new building or buildings.

Base Plan

This area is planned for office with support retail and service uses at intensities up to 1.65 FAR. The exception is the area adjacent to the Route 7/Route 123 interchange, which is planned for and developed with retail uses and two existing public facilities (a communication tower and water tower).

Redevelopment Option

The area will continue to have one of the highest concentrations of office space in Tysons, which has made this cluster of business activity a desired address for businesses seeking signature headquarters buildings. However, the subdistrict is envisioned to become a vibrant 24-hour mixed use area with an increased intensity and diversity of land use including more office and hotel use and the addition of residential and retail uses.

A Common Green type urban park of at least one acre in size should be provided in the area between Route 7 and Greensboro Drive as generally shown on the Land Use Concept Map. It should be large enough for open-air activities. Public art and water features are encouraged to make the space appealing and attractive. The Land Use Concept Map also shows that other open space amenities should be provided throughout the area.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subdistrict is to remain one of Tysons' greatest concentrations of office space, with the provision of more office buildings with highest intensities near the Metro station. However, to become a vibrant 24-hour area, the area's diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings, and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

    - For the area developed with freestanding retail uses that is east of the station (adjacent to the Route 7/Route 123 interchange) and west of the existing water tower, full consolidation should be provided in order to address circulation and access needs associated with a significant increase in intensity for this area. If full consolidation cannot be achieved, coordinated proffered development plans encompassing most of this area may be an appropriate alternative if critical vehicular circulation improvements which connect Pinnacle Drive to both Solutions Drive and Route 7 can be provided and if it can be demonstrated that any unconsolidated property can be developed in accordance with the Plan. Under both circumstances, this area will also need to coordinate access and circulation with the abutting portion of this subdistrict.

    - For the area fronting Route 7 abutting the station to the west and north, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres and should include adequately phased circulation and access improvements, as well as providing the area's envisioned mix of uses. In addition, this area will need to provide a Common Green type urban park of about one acre in size to provide active and passive recreation and leisure opportunities for residents and workers as shown on the land use concept map. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

    - For the area north of Greensboro Drive, consolidation should include two or three properties as needed to provide open space and street grid improvements as shown on the land use concept map.

    - For the area north and west of Westpark Drive, consolidation should occur with property in the abutting Tysons West District.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of the grid of streets.

- The major circulation improvement for this subdistrict is a new street connecting Westpark Drive to Pinnacle Drive and potentially extending to International Drive, where the new street would align with Tysons Boulevard. Redevelopment along the planned new street alignment should provide the right-of-way and construct the street, in phases if necessary. In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with the Areawide Urban Design and Transportation Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Environmental Stewardship recommendations.

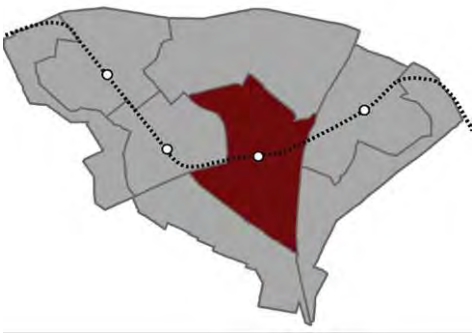
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- This subdistrict contains the highest natural elevation in the County, and its skyline is visible from great distances. This subdistrict has some of the tallest buildings in Tysons, and new buildings are expected to contribute to its distinctive skyline. Maximum building heights range from 175 feet to 400 feet, depending upon location, as conceptually shown on the building height map and discussed in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station with a maximum height of 400 feet.

- A potential circulator alignment extends across this subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the discussion of Intensity in the Areawide Land Use Recommendations.

Tysons Central 123



Tysons Central 123 is home to over half of Tysons' entire retail floor area. Building upon this strength by providing street-front, ground floor retail and more entertainment uses, this district is envisioned to remain the region's signature shopping destination. The vision for this district, however, goes beyond its current retail emphasis to create a vibrant mixed use area.

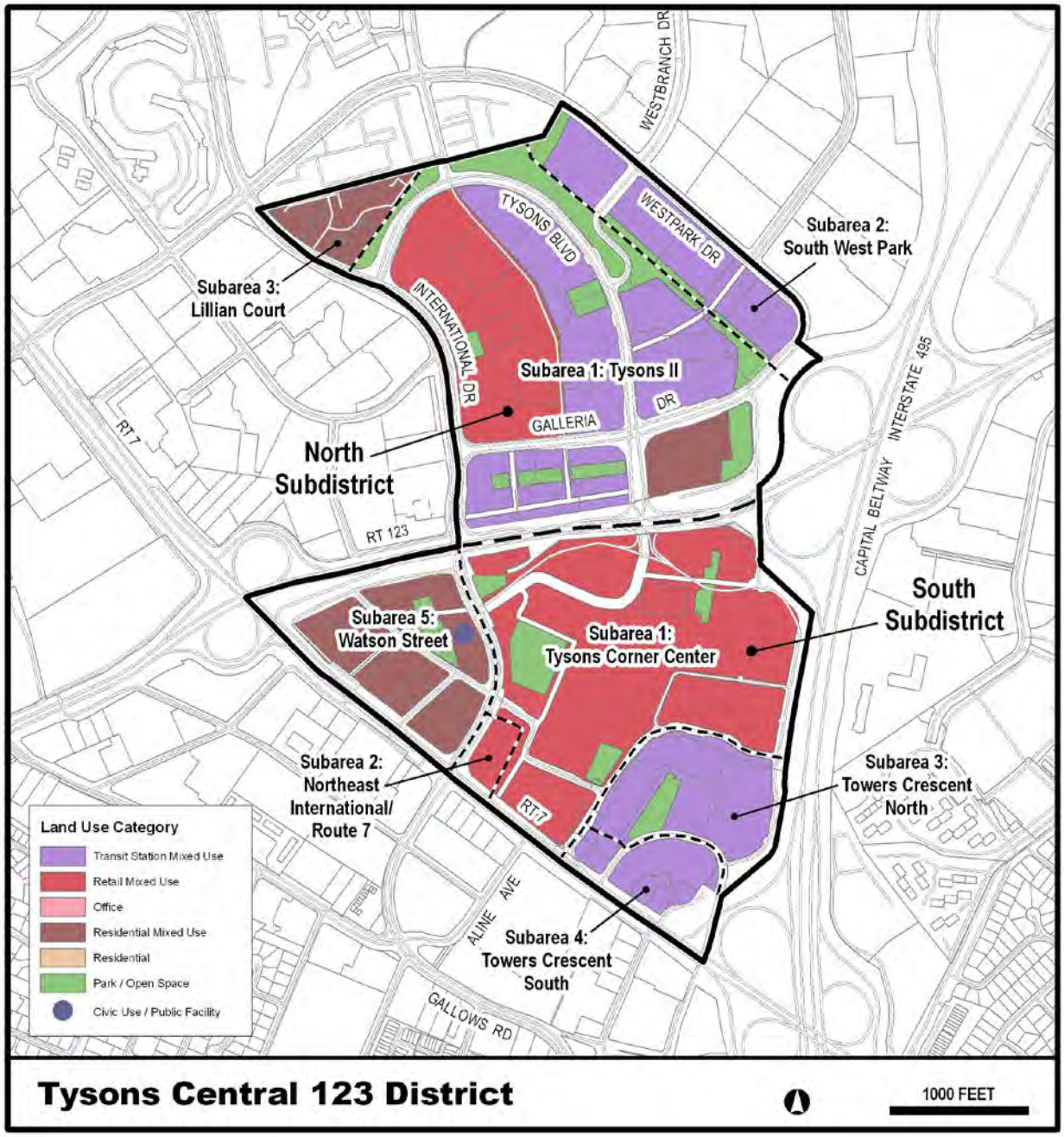
The vision for this district includes mixed use high-rise hotel and a conference or convention center within walking distance of the district's regional retail space and the office concentration in the Tysons Central 7 District. To encourage the establishment of a conference or convention center, a density bonus may be considered.

Residents of the district's high-rise residential buildings will benefit from the available hotel services as well as the convenience of retail and entertainment uses. To allow the district to function as an urban area, on-street parking, where appropriate, will be a key ingredient as will centrally located parking structures shared by numerous businesses and residents.

Enhanced connectivity and safety improvements will also be needed to facilitate walkability around the Metro station and throughout the district. A significant challenge to pedestrian connectivity is the steep grade change along the northeastern side of this district. However, this topographical change may be an opportunity to integrate the district with the adjacent North Central District. As an example, pedestrian terraces and plazas could be built into the side of the hill between Tysons Boulevard and West Park Drive to improve pedestrian connectivity.

Running through the heart of Tysons Central 123 will be improved Routes 123 and Route 7. Both will be redesigned as pedestrian friendly, tree lined boulevards, with greater connectivity between Tysons 123 and Old Courthouse South.

The land use concept for Tysons Central 123 is shown in the map below.



MAP 14

This district is composed of two subdistricts: the North Tysons Central 123 subdistrict, which includes the Tysons II mixed use development; and the South Tysons Central 123 Subdistrict, which is dominated by Tysons Corner Center. The district also includes two urban neighborhoods along Watson Street and Towers Crescent Drive.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

NORTH TYSONS CENTRAL 123 SUBDISTRICT

The North Tysons Central 123 subdistrict is comprised of about 115 acres and is generally bounded by Westpark Drive on the northeast, Route 123 on the south, and International Drive on the west. Existing development includes a regional shopping mall, office buildings, a hotel and a multifamily development. The vision for this subdistrict is to transform into a significantly more intense mixed use area transit-oriented area. The subdistrict contains three subareas.

Subarea 1: Tysons II

Subarea 1 is comprised of about 87 acres, bounded by International Drive on the west, Route 123 on the south, Subarea 2 on the northeast, and Subarea 3 on the north. Existing development includes the Galleria at Tysons II shopping mall, office buildings and a hotel.

Base Plan

Prior to Metrorail, the area was planned and approved for a mix of offices, hotels and retail mall with an intensity of 1.0 FAR (or approximately 4,700,000 square feet).

Planned and Approved Development

The area is planned and approved for transit-related mixed use development with approximately 6,800,000 square feet. Land uses include office, hotel, and residential development. The existing mall is to be retained and may be reconfigured. In approved office, hotel and residential buildings ground level retail and service uses are to be provided. With the addition of a conference or convention center, a density bonus may be considered.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metro rail station. The approved urban design amenities include extensive streetscape features, plazas, and an amphitheater. Some plazas are large enough for open-air activities such as musical performances by small groups. A variety and an abundance of seating and public art are to be provided and are to make these spaces appealing and attractive.

While the mall and other existing developments do not readily accommodate a grid of streets, efforts should be made to provide a connected network of streets and to provide new pedestrian and bicycle connections where streets are not possible. In addition, redevelopment or reconfiguration of the mall should seek, where possible, to reduce views of parking garages,

wrapping such structures with other uses and/or providing attractive façade treatments and screening.

Redevelopment Option

Development above the approved level of 6,800,000 square feet may occur if it is consistent with the guidance on intensity and land use mix in the Areawide Land Use Recommendations, and if it meets the following conditions:

- Changes to the mix of uses may be necessary to address traffic impacts during peak periods, such as converting approved office to residential uses.

- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as discussed in the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- Additional publicly accessible open space amenities within the subarea and/or in conjunction with Subarea 2 should be provided. To address this issue, innovative solutions should be explored to provide additional open space amenities, coordinating development with the adjacent South West Park Subarea. For example, the "pooling" of land between the two subareas could result in a major open space amenity for this portion of Tysons Corner. Open space should be consistent with the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- Improvements to pedestrian and vehicular accessibility within Subareas 1 and 2 of this subdistrict will be necessary to address the envisioned urban character. To enhance connectivity, pedestrian terraces and plazas could be built into the side of the hill between Tysons Boulevard and West Park Drive. To improve vehicular circulation, the Jones Branch extension should be provided as shown in the Areawide Transportation Recommendations.

- Existing and approved building heights range from The Galleria at Tysons II at approximately 65 feet, to high-rise buildings approved at almost 350 feet. Changes in approved building heights should be consistent with the conceptual Building Height Map and Guidelines in the Urban Design section. This guidance indicates that the tallest buildings are planned up to 400 feet and are located near the Metro station, south of Galleria Drive. North of Galleria Drive and along either side of Tysons Boulevard, buildings are planned and approved up to 300 feet, and the northern portion of the mall site is planned for building heights up to 225 feet. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea.

- Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator routes should

provide right-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 2: South West Park

This portion of West Park forms the northeastern boundary of the subdistrict and is comprised of about 20 acres. Existing development is suburban office buildings with surface parking. The area's existing intensity is about 0.40 FAR.

Base Plan

This area is planned for office with support retail and service uses at an intensity averaging about 0.6 FAR. As an option, it is planned for a mix of office and residential uses averaging about 0.80 FAR (if the mix of uses has less traffic impact than office redevelopment at 0.6 FAR).

Redevelopment Option

With the advent of Metrorail, the vision for this area is to redevelop primarily with mixed use with an urban character at a substantially higher intensity than the Base Plan. The mix of uses should include ground level retail. However, the degree of intensification is contingent on how well development integrates with Tysons II through pedestrian and vehicular linkages. Any redevelopment that is not within 1/2 mile distance of the Metro station should not exceed an intensity of 1.0 FAR for office use or should not exceed 1.5 FAR for mixed use including residential use (the mix of uses should have less traffic impact than office redevelopment at 1.0 FAR).

The successful redevelopment of this area is closely linked to the redevelopment of the adjacent West Park Urban Neighborhood Subarea in the North Central District. South West Park is planned for a mix of uses with a concentration of office uses. West Park Urban Neighborhood is planned to redevelop from a suburban office park to a primarily residential area with supporting uses, including ground level retail and public facilities. To ensure that the redevelopment of each of these areas is consistent with the overall land use goals for Tysons, the total amount of office development in the two subareas combined should be no more than 3 million square feet.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision is to redevelop the subarea with more intense mixed use buildings for portions within 1/2 mile distance of the Metro station. Redevelopment should be diverse in land uses, including additional office use as well as potential hotel, retail and/or residential uses. All redevelopment should provide support retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. To ensure the provision of public facilities, a street grid, and the desired land use pattern, redevelopment proposals in this subarea should consolidate with a significant portion of the West Park Urban Neighborhood Subarea in

the North Central District. This level of consolidation would be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- In this subarea, coordinated proffered development plans with Tysons II will be essential to create the envisioned urban environment. Coordinated proffered development plans will help overcome the significant grade change between the two subareas. To address the issue of improving pedestrian connectivity, pedestrian terraces and plazas should be built into the side of the hill between Tysons Boulevard and West Park Drive.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. To improve vehicular circulation, redevelopment should accommodate the Jones Branch extension as shown in the Areawide Transportation Recommendations.

- To improve connectivity, other streets creating urban blocks and other pedestrian and bike circulation improvements may need to be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- If redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- The maximum building height in this subarea is 225 feet, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. As indicated under the Building Height guidelines in the Urban Design Recommendations, building heights should vary within the subarea.

- Potential circulator routes, as described in the Areawide Transportation recommendations, extend through or abut portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 3: Lillian Court

Lillian Court is comprised of about 8 acres. It is the northernmost part of this subdistrict and is bounded on the south by Tysons Boulevard and on the west by International Drive.

Base Plan

This subarea is planned for and developed with multi-family residential use at 30 dwelling units per acre.

Redevelopment Option

Redevelopment to higher density residential use may be considered for portions of the property within 1/2 mile distance of a Metro station, as described in the Areawide Land Use Recommendations. Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

If redevelopment is to be considered, the maximum building height should not exceed 175 feet, and any increase in height above existing development is conditioned upon achieving compatibility with other surrounding or nearby residential development, such as the Rotonda. A variety of building heights should be provided in the subarea with maximum heights used to help establish a focal point. (See the Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

The minimum affordable/workforce housing commitment should be provided as indicated in the Areawide Land Use Recommendations. In addition, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan).

In addition, publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

SOUTH TYSONS CENTRAL 123 SUBDISTRICT

The South Tysons Central 123 Subdistrict is comprised of about 130 acres and is bounded by Route 123 on the north, the Capital Beltway on the east and Route 7 on the southwest. The subdistrict contains five subareas: Tysons Corner Center, Northeast International/Route 7, Towers Crescent North, Tower Crescent South and Watson Street subareas.

Existing development is predominantly retail and office use, including Tysons Corner Center, the region's first super-regional mall which draws millions of shoppers from the metropolitan area and beyond. The subdistrict also contains a hotel and Tycon Tower, currently the largest office building in Tysons Corner. The vision for this subdistrict is to transform it into a significantly more intense mixed use area on the south side of the Tysons Central 123 Metro station.

Subarea 1: Tysons Corner Center

Tysons Corner Center is comprised of about 77 acres, bounded by International Drive on the west, Route 123 on the north, the Capital Beltway on the east, Tower Crescent on the southeast and Route 7 on the south. Existing development is the Tysons Corner Center regional mall which contains approximately 2.5 million square feet of development and has an intensity of 0.74 FAR.

View looking toward Tysons Central 123 Metrostation from the urban park and pavilion at Tysons Corner Center

Base Plan

Prior to Metrorail, this subarea was planned for retail, office, hotel uses up to 0.80 FAR, with regional retail being the predominant use.

Planned and Approved Development

With the funding of Metrorail, the area is planned and approved for transit-related mixed use development with approximately 6,000,000 square feet. Planned and approved land uses include office, hotel, and residential development. The existing mall is to be retained and reconfigured. The approved office, hotel, residential buildings, ground level retail, and service

uses are to be provided. With the addition of a conference or convention center, a density bonus may be considered.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metrorail station and surrounding areas. The area is planned for many urban design amenities including extensive streetscape features, plazas, a mini dog park, "Sky Terrace" rooftop recreation and leisure amenity, one-acre Common Green, and a multi-use pavilion. Many of the open spaces will be large enough for open-air activities such as fashion shows, seasonal markets, and musical performances by small groups. Abundant seating and public art will make the space appealing and attractive.

While the mall and other existing development do not readily accommodate a grid of streets, efforts should be made to provide a connected network of streets and to provide new pedestrian and bicycle connections where streets are not possible. In addition, redevelopment or reconfiguration of the mall should seek, where possible, to reduce views of parking garages, wrapping such structures with other uses and/or providing attractive façade treatments and screening.

Redevelopment Option

Development above the approved level of 6,000,000 square feet may occur if it is consistent with the guidance on intensity and land use mix in the Areawide Land Use Recommendations, and if it meets the following conditions:

- Changes to the mix of uses will need to address traffic impacts during peak periods, such as converting approved office to residential or hotel use.

- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- The approved development made significant commitments to improve pedestrian and vehicular accessibility within the subarea and between the subarea and adjacent areas. With consideration of additional intensification, however, a grid of streets may be necessary. Intensification will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Existing and approved building heights range from 65 feet for Tysons Corner Center to high-rise buildings approved at about 350 feet near the Metro station. Changes in approved building heights should continue to focus the tallest buildings within one-eighth

mile of the Metro station; height in this area could be up to 400 feet. Building heights generally beyond one-eighth mile from the Metro station should be between 175 and 225 feet.

- On the east side of the mall, buildings facing across the Capital Beltway (I-495) to the Regency or Encore multifamily developments should be oriented so that the longest dimensions of the buildings are not parallel to I-495. A variety of building heights should be provided. Changes in approved building heights should be consistent with the above guidance as well as with the Areawide Urban Design Recommendations.

- Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the discussion of Intensity section in the Areawide Land Use Recommendations.

Subarea 2: Northeast International/Route 7

This subarea is comprised of 2.4 acres and is located at the northeast corner of the intersection of Route 7 and International Drive.

Base Plan

- It is planned for and developed with an office building with support retail and service uses up to 1.5 FAR. The existing development resulted from implementing a Plan option which provided the following:

- Sidewalks or other appropriate pedestrian facilities to create a strong linkage from this property to the Tysons Corner Center's nearest entrances and provide visible access for pedestrians coming into Subarea 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.

Redevelopment Option

Redevelopment to higher intensity office or mixed use building may be considered if the property is within 1/2 mile distance of a Metro station. See the Intensity section of the Areawide Land Use Recommendations. In addition, if redevelopment is to be considered:

- The maximum building height should not exceed 175 feet (See the Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated under the Land Use guidelines.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- A potential circulator route, as described in the Areawide Transportation recommendations, extends through or abuts portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 3: Towers Crescent North

Towers Crescent North is comprised of about 21 acres and is located along the north and west sides of Towers Crescent Drive, abutting Tysons Corner Center.

Base Plan

This area is planned for office use up to 1.65 FAR.

Redevelopment Option

The subarea is planned and approved for mixed use with office, residential and support retail and service uses at 2.5 FAR. The approved development resulted from implementing a Plan option which encouraged converting office use to residential use. The approved development provides many pedestrian and open space amenities, such as a large urban green and a pedestrian bridge connection to Tysons Corner Center. The residential component provides recreational facilities and affordable and workforce housing. Building heights are planned and approved with Tycon Tower having the subarea's maximum height of 205 feet, which retains its prominence as one of four existing gateway buildings. In general, heights of other buildings decrease with their distances from Tycon Tower.

A potential circulator alignment extends along Old Meadow Road across the Beltway to this subarea, as described in the Areawide Transportation Recommendations. If this alignment is implemented, this subarea may need modifications to the area's streets. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 4: Towers Crescent South

This subarea is comprised of about 8 acres and is located south of Towers Crescent Drive and north of Route 7.

Base Plan

This subarea is planned for and developed with retail uses for all parcels except Tax Map 39-2((4))A. Parcel A is planned for and developed with hotel and support retail uses up to 1.4 FAR.

Redevelopment Option

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 subarea 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 Subarea 3 (Towers Crescent North). The maximum building height should not

exceed 175 feet (See the Building Heights Map and Building Height Guidelines in the Urban Design section).

Redevelopment to higher intensity mixed use building may be considered if the property is within 1/2 mile distance of a Metro station. A potential circulator alignment extends through this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

If additional residential uses are provided, they should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

Redevelopment should provide publicly accessible open space and urban design amenities that are consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

Subarea 5: Watson Street

This area is comprised of about 20 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.

Base Plan

The area is planned for and mostly developed with retail uses except for three office buildings which front on Route 7. The existing office buildings are planned and developed up to 1.65 FAR.

Redevelopment Option

The vision for this subarea is to redevelop into an urban neighborhood with a mix of uses, including office, residential, hotel and retail uses. Residential uses should be on the order of 50% to 75% of the total development in the subarea. Watson and Fletcher Streets may provide good locations for ground level retail and service uses, while Route 7 may be developed primarily with office uses.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subarea is to redevelop into an urban mixed use neighborhood, with a focus on residential development but which also includes ground level retail and service uses as well as some hotel and office uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If

consolidation cannot be achieved as indicated above, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting areas through the provision of the grid of streets. In addition, other pedestrian and bike circulation improvements should be provided that improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations. Several urban greens or plazas are shown on the Land Use Concept Map for this area. A Common Green type urban park of about one acre should be located in the subarea to provide active and passive recreation and leisure opportunities for residents and workers.

- Residential developments in this subarea should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated under the Areawide Land Use Recommendations.

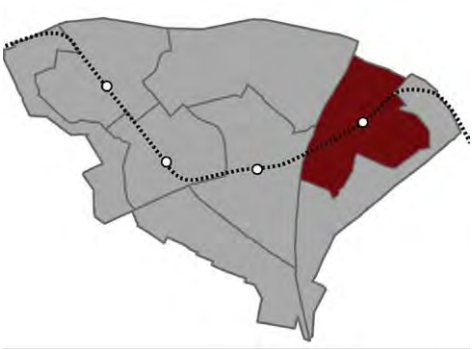
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, a specific public facility need identified is the provision of a fire station; this facility could be accommodated in this area's redevelopment.

- Maximum building heights in this area range from 175 feet to 225 feet, depending upon location. In general, the northern half of the subarea is shown to have maximum building heights of 225 feet and the southern half is shown to have maximum heights of 175 feet. A variety of building heights should be provided. Refer to the conceptual Building Height Map and Building Height Guidelines in the Areawide Urban Design recommendations.

- Potential circulator routes, as described in the Areawide Transportation recommendations, extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions to their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Tysons East



Tysons East serves as a signature gateway for those coming to Tysons from the east. The defining focus of Tysons East will be Scotts Run Stream Valley Park, which is envisioned to be a great urban park and natural resource amenity surrounded by a mix of uses including office, residential, hotel, support retail and services. In addition, the area is a good location for institutional and public uses, such as educational and recreational facilities.

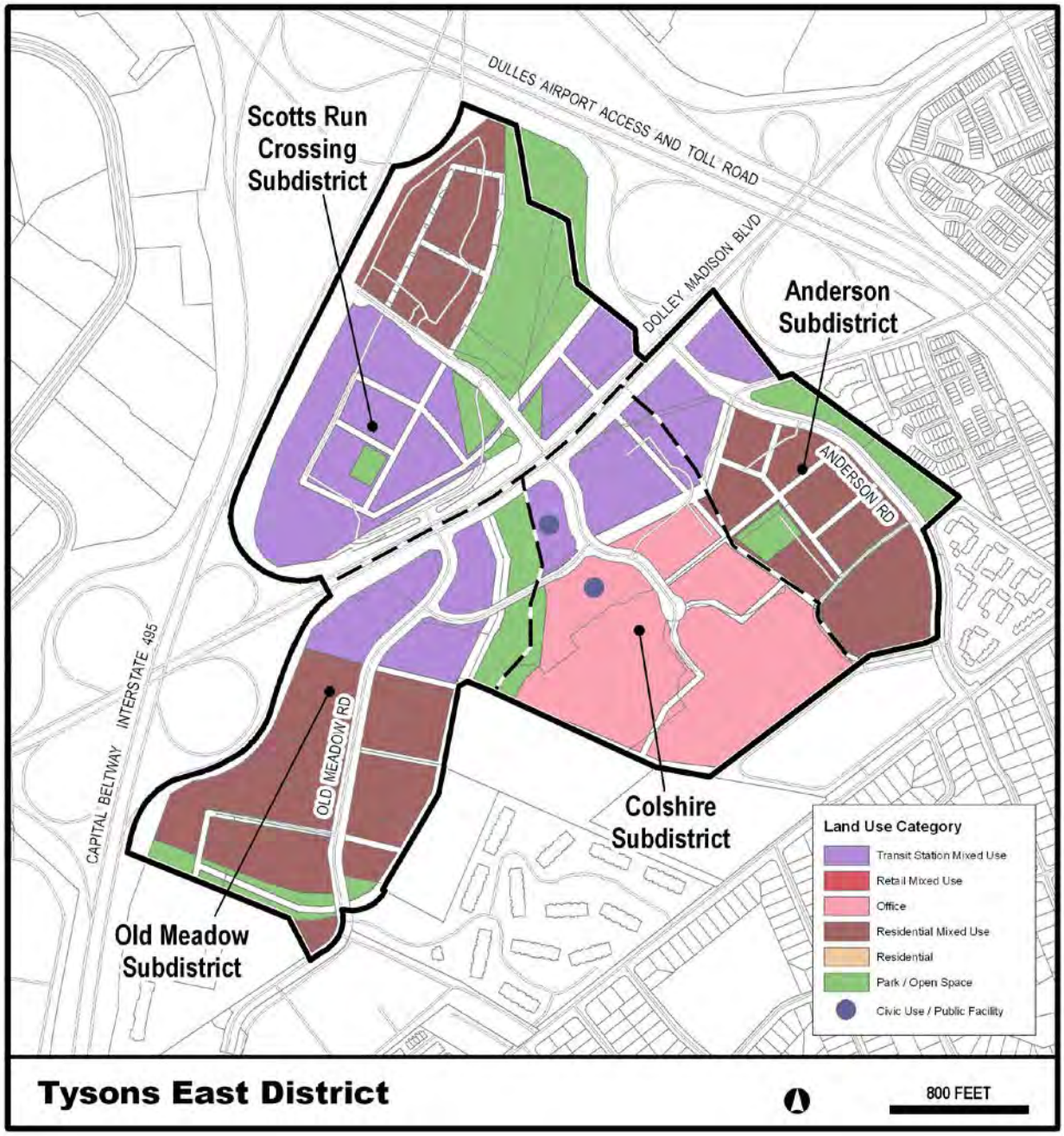
Scotts Run Stream Valley Park will be expanded through the stream valley and in adjacent areas to provide better access and connectivity throughout the Tysons East District. The park will become a major linear urban park and trail system with a variety of landscapes including wooded hills, meadows and ponds. It will provide a range of experiences, such as enjoying the outdoors and scenery, arts, performances and programs or participating in recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families, visitors and workers in Tysons.

Public and institutional facilities such as professional education, recreational, health and sports amenities should be located in this district. These amenities will be essential for attracting "creative class" households whose jobs could be located in Tysons.

The district is composed of four interconnected subdistricts, with all but one having direct access to Scotts Run. There are two office mixed use subdistricts and two urban residential subdistricts. One of the office mixed use subdistricts is Scotts Run Crossing, which is north of Route 123 abutting the Tysons East Metro station; the other is the Colshire Subdistrict south of Route 123. The two residential mixed use subdistricts are Old Meadow and Anderson.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the areawide and subdistrict guidance can be satisfied by development proposals.

The land use concept for the Tysons East District is shown in the map below.



MAP 15

SCOTTS RUN CROSSING AND COLSHIRE SUBDISTRICTS

The Scotts Run Crossing Subdistrict is comprised of about 58 acres and is bounded by the Dulles Airport Access Road (DAAR) on the north, Route 123 on the east and south, and the Capital Beltway on the west. The Colshire Subdistrict is comprised of about 50 acres and is bounded by Route 123 on the north, Scotts Run on the west, the Anderson Subdistrict on the east and the East Side District on the south.

Base Plan

The two subdistricts are planned for and developed with office use at varying intensities up to 1.0 FAR. The multifamily development in the Scotts Run Crossing Subdistrict (Gates of McLean) is developed and planned for 30 dwelling units per acre.

Redevelopment Option

Both subdistricts are planned to substantially redevelop with a mix of uses, with office as the predominant use. Each subdistrict is envisioned to become a mixed use area with an increased intensity and diversity of land use including more office and the addition of hotel, residential, support retail, and public and institutional uses. Because a key feature in both subdistricts is Scotts Run, redevelopment proposals should be designed in a manner that ensure this open space will become a more accessible resource-based urban park and areawide amenity. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- As indicated above, the vision for these subdistricts is to redevelop with significantly more intense office development, with the highest intensities near the Metro station. These subdistricts are also envisioned to become more diverse in land uses, to include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

    - In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

    - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.

  - In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over the Beltway. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs.

  - In the Colshire Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road, the location and configuration of which may be adjusted at the time of development approval. Redevelopment along this alignment should provide the necessary right-of-way.

- For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment.

- Building heights in these subdistricts range from 105 feet to 400 feet, depending upon location, as described below and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations.

  - The lowest building heights in the Colshire Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Directly abutting the East Side District, the maximum height is 105 feet; however, buildings may be designed with step backs allowing height to increase with distance from the East Side District and through this design approach height may increase up

to 130 feet. The areas closest to the Metro station building heights may be allowed up to 400 feet.

- The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Route 123. It is positioned along the Capital Beltway, and has an average grade 25 to 35 feet below the Beltway, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along the Capital Beltway.

- A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

OLD MEADOW AND ANDERSON SUBDISTRICTS

The Old Meadow Subdistrict is comprised of about 50 acres and is bounded by Route 123 on the north, the Capital Beltway on the west, Scotts Run on the east and the East Side District on the south. The Anderson Subdistrict is comprised of about 30 acres and is bounded by Route 123 on the north, DAAR on the east, the Colshire Subdistrict on the west and the East Side District on the south.

Base Plan

The Old Meadow Subdistrict is developed and planned for office and light industrial uses up to an average .65 FAR. Most of the Anderson Subdistrict is planned for and developed with residential use up to 20 dwelling units per acre. The exceptions are the shopping center located on Anderson Road south of Colshire Drive, which is planned for and developed with retail use, and the northernmost parcels (Tax Map 30-3((28))A, 6A and 6B), which are developed and planned for office uses up to an average .65 FAR.

Redevelopment Option

Both subdistricts are envisioned to redevelop into urban residential neighborhoods. One or more lively neighborhood shopping streets will provide local-serving goods and services such as groceries, bookstores, music stores, art studios, and restaurants. Each subdistrict should provide a diversity of housing choices on calm tree-lined streets, some of which have views terminating in open spaces and parks. Farther from the Tysons East station, the housing density should step down gradually to provide a transition to the planned residential development in the East Side District.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following:

- The vision for these subdistricts is to redevelop into urban residential neighborhoods with the highest intensity oriented to the Metro station. Also, the portions of each subdistrict closest to the Metro station should have more diversity in land uses, which may include hotel, office and support retail uses in addition to high intensity residential use. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

    - In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

    - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict and how it will connect to the abutting districts/subdistricts through the provision of the grid of streets.

- In the Old Meadow Subdistrict, one circulation improvement is a new street adjacent to Scotts Run. This new road should be located to avoid impacting significant natural and cultural resources on park land. New park land should be established between the new street and the stream valley to further buffer and protect the floodplain. Redevelopment along this and other planned street alignments should provide right-of-way and contribute toward street construction.

- In the Anderson Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road. Redevelopment along this planned alignment should provide right-of-way and contribute toward street construction.

- For both subdistricts, other connecting local streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Urban Design and Transportation recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

  - Since Scotts Run is a key feature abutting the Old Meadow Subdistrict, redevelopment proposals should be designed in a manner that ensures this open space will become a more accessible resource-based active urban park. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.

  - In the Anderson Subdistrict, there are several opportunities to provide notable open space amenities. Redevelopment proposals should be designed in a manner to provide these open space amenities and/or contribute to improvements to open space elsewhere within the District or the abutting East Side District. A four acre recreation-focused urban park should be provided between Anderson Road and the Hunting Ridge neighborhood to serve the recreation and leisure needs of future residents and workers. Facilities should include one or two athletic fields as well as consideration of providing relatively small-footprint facilities such as sport courts, playground features, skate parks or splash pads.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated under the Land Use guidelines. However, if the portion of the McLean Commons within the Anderson Subdistrict is to redevelop, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan). Selected elements of the 1960s sections of The Commons garden apartments (Tax Map 30-3((28))5 and 6) should be considered for preservation, incorporation into new development, and evaluation for inclusion in the Inventory of Historic Sites. The county's Heritage Resource Management Plan recognizes this resource type and provides for its registration and protection. The preserved areas should show both the architecture and the contextual spatial design of the period.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should

identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

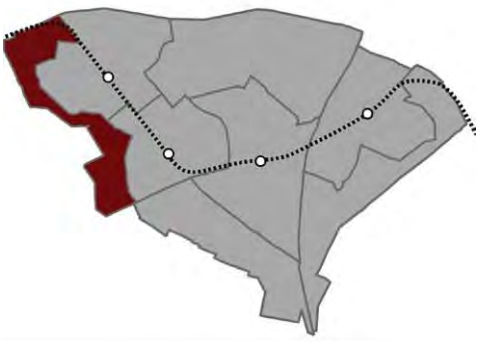
- Building heights in these subdistricts range from 75 feet to 400 feet, depending upon location as described below, and conceptually shown on the building height map in the Urban Design chapter.

  - The lowest building heights in the Old Meadow Subdistrict are adjacent to the Regency and Encore multifamily buildings in the abutting East Side District, where the maximum building height is 105 feet to provide a compatible transition in scale and mass and to retain the viewshed of these buildings. Building heights increase with distance from the southern end of this subdistrict (abutting a portion of the East Side District), with the areas closest to the Metro station having building heights up to 400 feet.

  - The lowest building heights in the Anderson Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Abutting the Hunting Ridge neighborhood, the maximum height is 75 feet. Abutting the remainder of the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District. The areas closest to the Metro station have building heights up to 400 feet.

- A potential circulator alignment extends through the Old Meadow Subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

West Side

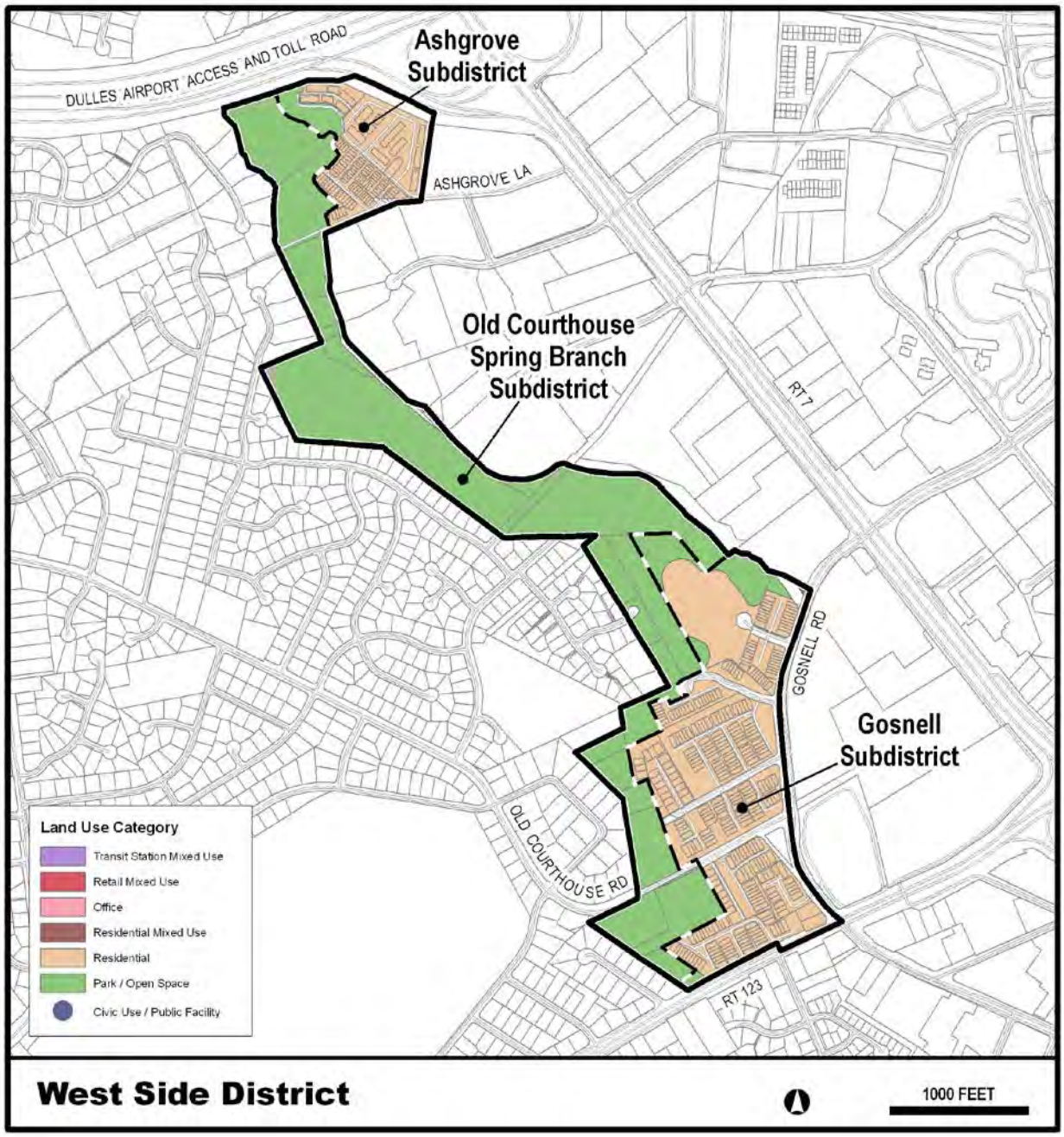


The West Side District is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch Stream Valley Park as a key feature. This stream valley park, along with Freedom Hill Park and Raglan Road Park, result in about half of the land in this district being park land.

Because of its location on the edge of Tysons, the West Side District serves as a transition from planned high intensity mixed use in the Tysons West and Tysons Central 7 TOD Districts to the single family neighborhoods just outside of Tysons. The residential development in the West Side District is mostly single family townhouses with some multi-family use, including housing for seniors. The Old Courthouse Spring Branch Stream Valley Park should be developed with multi-use trail and other passive recreational facilities. Planned "green" street connections will tie the Tysons West Metro station to the West Side District, drawing people to the public amenity provided by Old Courthouse Spring Branch Stream Valley Park. Sidewalk and trail connections will provide enhanced access to Metro and other transit from surrounding neighborhoods.

Specific guidance for uses and intensities as envisioned in the Plan are provided in the subdistrict text that follows. However, most land within these subdistricts has already developed in a manner consistent with the vision and has incorporated the recommendations and guidelines into approved development plans.

The land use concept for the West Side District is shown in the map below.



MAP 16

OLD COURTHOUSE SPRING BRANCH SUBDISTRICT

The Old Courthouse Spring Branch Environmental Quality Corridor (EQC), Raglan Road Park, Freedom Hill Park and other publicly owned land form the western boundary of the West Side District. This portion of the district 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 Dulles Airport Access Road (DAAR) southward toward Gosnell Road.

There should be a trail along the Old Courthouse Spring Branch Stream Valley Park from Gosnell Road on the south to Old Ashgrove Lane on the north. In addition, two or three short trails should cross the stream valley and connect the adjacent residential communities to Tysons. These short trails include Old Ashgrove Lane, where the existing bridge should be used for pedestrian and bicycle access and remain closed to automobiles; the Dominion Power line easement, which could be connected to Vesper Street on the west; and a possible trail through Raglan Road Park.

This area is also planned for and developed with other public parks and public facilities, which include the Town of Vienna water tower, Raglan Road Park, and Freedom Hill Park. The City of Falls Church owns Tax Map 29-3((1))28. Subject to the approval of a park master plan for Raglan Road Park, provision of athletic fields and/or other local-serving recreational uses should be considered. Any public uses, including recreational facilities at Raglan Road Park, should provide open space buffer areas that retain as much mature tree cover as possible and provide supplemental plantings to adequately screen public uses from the adjacent single-family neighborhoods. Any improvement to Raglan Road Park should not allow cut-through vehicular traffic between Raglan Road and Key West Lane.

ASHGROVE SUBDISTRICT

The focal point of the neighborhood is Ash Grove, a dwelling with two outbuildings, which is listed in the County's Inventory of Historic Sites. The area is planned and developed with approximately 12 dwelling units per acre, providing a transition to the abutting single family neighborhoods. The area’s development was based on the following specific conditions.

- The area was fully consolidated.
- The mix of housing is approximately 60% multifamily and 40% townhouse units.
- Ash Grove, and a minimum of two acres of associated non-EQC property, was dedicated to the Fairfax County Park Authority to be used as a public park site. In addition, the specimen trees near the house were preserved.
- Public vehicular access from the Ashgrove neighborhood is limited to Route 7 via Sheraton Tysons Drive and Ash Grove Lane.
- Ashgrove House Lane was designed to preserve the vista to Ash Grove.
- Residential development was designed in a manner that provides adequate buffering and screening from nonresidential development to the east and south.
- On-site recreation facilities have been provided to serve the residential community.

- The EQC located on both sides of Old Courthouse Spring Branch has been preserved as public open space through dedication to the Fairfax County Park Authority and is 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.

- Appropriate noise mitigation measures have been provided to buffer noise from the Dulles Airport Access Road and Dulles Toll Road.

Building heights in this subdistrict range from up to 50 feet adjacent to the Tysons Sheraton Hotel and up to 35 feet on the remaining area east of the Old Courthouse Spring Branch EQC. See the Building Heights Map in the Areawide Urban Design Recommendations.

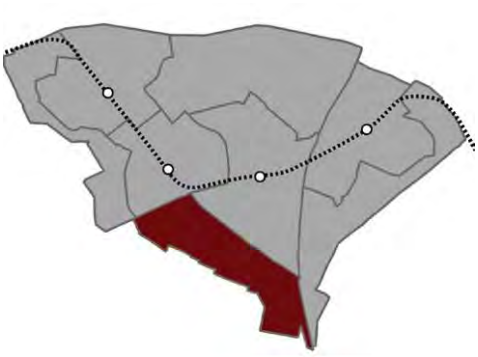
GOSNELL SUBDISTRICT

The Gosnell Neighborhood is comprised of about 50 acres and generally 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 mostly residential with townhouses being the predominant housing type; the area includes a multi-family development providing housing for the elderly and a retail use at the corner of Gosnell and Route 123.

The vision for this area is to retain the established development pattern which forms a strong boundary and transitional area on this edge of Tysons Corner. Residential use is planned and developed at 5 to 8 dwelling units per acre. Development above the low end of the range has occurred when logical and substantial parcel consolidation was provided in a manner ensuring well-designed projects functioning efficiently and facilitating the redevelopment of adjacent parcels in conformance with the Plan. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendations.

Building heights in this subdistrict are up to 35 feet as shown in the lowest height tier on the Building Height Map in the Areawide Urban Design Recommendations.

Old Courthouse



Located between Route 7 and the edge of Tysons (south of Old Courthouse Road), the Old Courthouse District will have smaller scale office buildings and residential developments than TOD districts and will serve as a transition area between the Tysons Central 123 District and the neighboring communities.

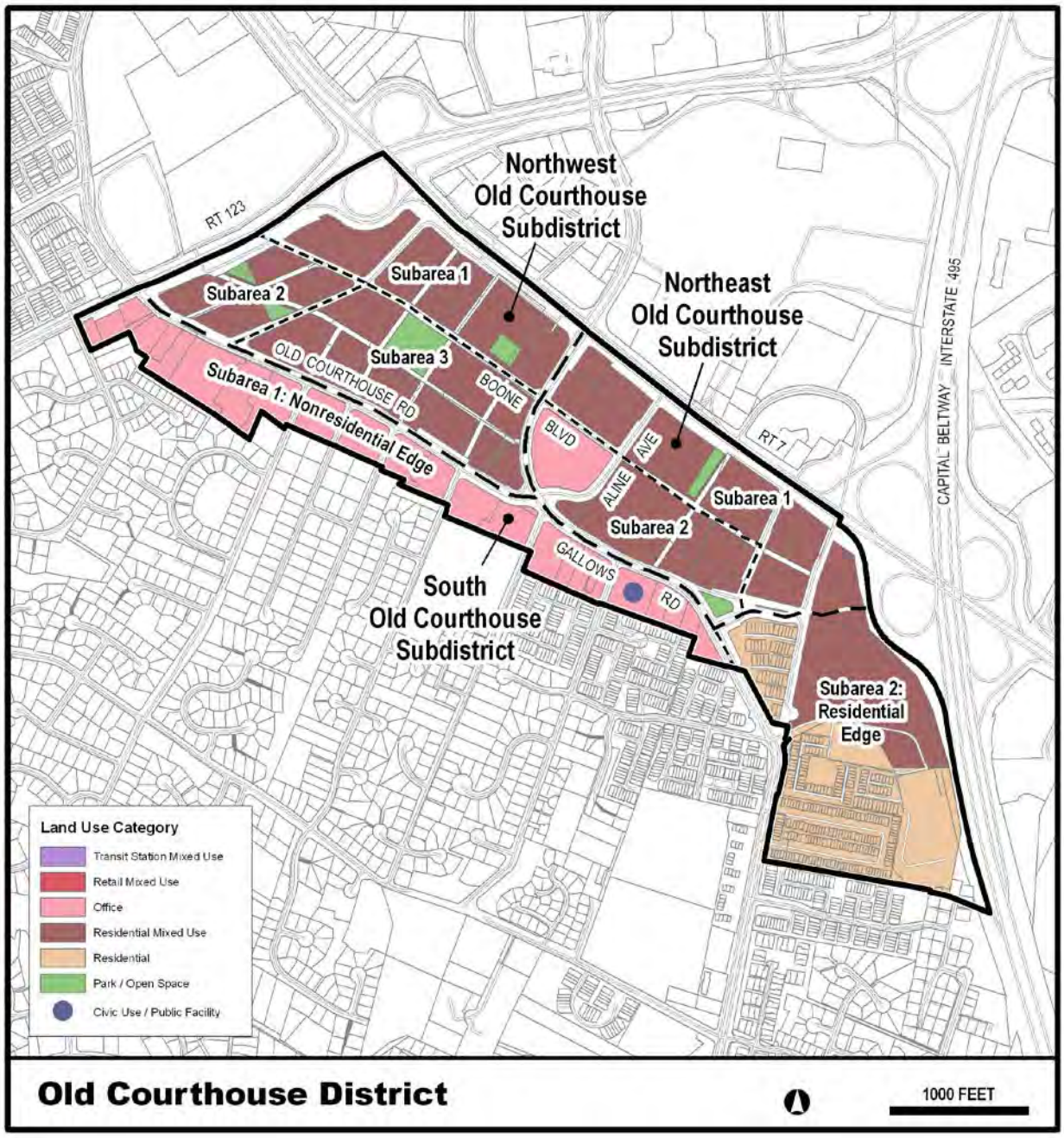
With additional infill and redevelopment, portions of the Old Courthouse District will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or shopping after work. Residential development will become a dominant use in most subdistricts, which will create the sense of community throughout this district.

As Route 7 runs through the Old Courthouse District, street treatments will calm traffic and soften its negative visual impact from the businesses and residents fronting the arterial. Active storefronts, street furniture and other pedestrian amenities will provide for a pleasant walking experience.

Pocket parks, common greens and other recreational facilities will provide gathering places within the mixed use area. These parks and open spaces would be essential to create a buffer between the adjacent communities and Tysons.

The district is composed of three subdistricts. One subdistrict forms an edge of Tysons: the South Old Courthouse Subdistrict. The other two subdistricts continue the transition to the higher intensity associated with TOD districts to the north and northwest: the Northwest Old Courthouse and Northeast Old Courthouse Subdistricts.

The land use concept for the Old Courthouse District is shown in the map below.



MAP 17

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

SOUTH OLD COURTHOUSE SUBDISTRICT

The South Old Courthouse Subdistrict is comprised of about 80 acres and forms an edge for this part of Tysons' southern boundary. The vision for this edge is to retain the existing low-rise and low intensity character, which provides a transition in scale and intensity from the mid-rise and high-rise commercial development along Route 7 to adjacent single-family neighborhoods. The subdistrict is composed of two parts. Subarea 1 is a long narrow strip of non-residential development on the south side of Old Courthouse Road and Gallows Road. Subarea 2 is a predominantly residential area east of Gallows Road and south of Gallows Branch Road.

Subarea 1 – Nonresidential Edge

The existing land use is predominantly low-rise office use, except for retail uses at the Route 123 and Old Courthouse Road intersection. The retail area is planned for and developed up to .35 FAR. The office area is planned for and developed at up to .50 FAR. Any future infill or redevelopment should retain the area's low-rise scale and character, in order to be compatible with the adjacent neighborhoods. Building height is limited to 35 feet.

Subarea 2 – Residential Edge

The existing land use is predominantly residential with a mix of townhouse and multifamily uses. The triangular portion surrounded by Kidwell Drive, Gallows Road and Gallows Branch Road is planned and developed with townhouse use at 12 dwelling units per acre as Kidwell Towns. Tysons Oaks is planned for and developed as townhouse use at 16 dwelling units per acre. The existing scale and character of these areas should be retained in order to continue to provide a compatible transition to the adjacent neighborhoods. Building height is limited to 35 feet.

The remainder of this subarea is planned and developed with office and residential use.

- The portion to the south of Science Applications Court is planned and developed with residential use up to 30 dwelling units per acre. Due to its location next to the Capital Beltway, the residential area is required to provide noise attenuation measures as determined appropriate by the County. Building height is limited to 75 feet, except adjacent to Courts of Tysons which is limited to 45 feet.

- The portion north of Science Applications Court is planned for and developed with office use up to .50 FAR, with an option to redevelop with residential use up to 30 dwelling units per acre, similar to the area to the south. As a second option, redevelopment may be similar to that planned to the north, which is planned for office use up to 1.0 FAR or mixed use with a significant residential component up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR); under these options:

    - Logical and substantial parcel consolidation should be provided to ensure well-designed projects that function efficiently and integrate with abutting parcels.

- Open space amenities that are publicly accessible, such as an athletic field and/or other active recreational facilities should be provided.

- Building height is limited to 130 feet tapering down on the south and west to 75 feet. If a public recreational facility, such an athletic field, is provided at grade, additional building height above 130 feet may be considered in order to accommodate this public use.

- In addition, vehicular circulation should be improved by orienting primary access toward Gallows Branch Drive.

NORTHWEST OLD COURTHOUSE SUBDISTRICT

The Northwest Old Courthouse Subdistrict is comprised of about 60 acres and is bounded by Route 7 on the north, Gallows Road on the east, Old Courthouse Road on the south and Route 123 on the west. Along Route 7, development includes a variety of retail uses, and large office buildings with retail uses. Away from Route 7, to the south, the area is predominantly developed with mid-rise and low-rise office buildings which transition toward the edge of the Old Courthouse District.

The subdistrict is composed of three parts. Subarea 1 is between Route 7 and Boone Boulevard. Subarea 2 is between Route 123 and Howard Avenue. Subarea 3 is between Boone Boulevard and Old Courthouse Road.

Subarea 1

This area is comprised of almost 20 acres and is located between Route 7 and Boone Boulevard.

Base Plan

This subarea is planned for and developed with office use with support retail and services uses up to 1.2 FAR, except for Tax Map 39-2((2))39, 40 and 41 and Tax Map 39-1((6))33, 35, 37 and 38, which are planned for and developed with auto sales and retail uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance 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. As an alternative, mixed use with a significant residential component may be appropriate up to 1.8 FAR (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR). In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

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 the subdistrict with the area south of Boone Boulevard. Development proposals under this option should 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 subarea to adjacent areas through the provision of the planned grid of streets, pedestrian linkages, pocket parks and urban design amenities.

- If additional residential development is provided, it should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use and Environmental Stewardship Recommendations.

- Existing building height is up to 105 feet along Route 7, except at the interchange of Routes 7 and 123, where existing building height is 120 feet. To help ensure that infill development provides the envisioned open space and urban amenities, building height for new development should be up to 130 feet with additional height considered to accommodate housing and public uses as indicated under the Building Height Guidelines in the Areawide Urban Design Recommendations.

Subarea 2

This subarea is comprised of about 10 acres and is located between Route 123 and Howard Avenue.

Base Plan

This subarea is developed with retail uses, except for Tax Map 39-1((6))18, 24, 25, and 26, which are developed with office and hotel uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, this subarea is planned to redevelop with office use with support retail and service uses up to 1.0 FAR.

As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Building height is up to 105 feet on the northern portion of this subarea and 75 feet on the southern portion (see Building Height Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

Subarea 3

This subarea comprises of about 27 acres and is located between Boone Boulevard and Old Courthouse Road.

Base Plan

The area is planned for and developed with office use at existing intensities.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, the subarea is planned to redevelop with office use with support retail and service uses, up to 1.0 FAR. Development proposals should be designed in a manner to create a transition between development along Route 7 and the Old Courthouse Road edge. As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR).

In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Development proposals should provide a central street between Howard Avenue and Gallows Road (parallel to Boone Boulevard) as well as cross streets consistent with the planned grid of streets. Building height is up to 105 feet on the Boone Boulevard side and up to 75 feet on the Old Courthouse Road side (see Building Height Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

If additional residential development is provided, it should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use and Environmental Stewardship Recommendations.

NORTHEAST OLD COURTHOUSE SUBDISTRICT

The Northeast Old Courthouse Subdistrict is comprised of about 44 acres and is bounded by Route 7 on the north, the Capital Beltway on the east, Gallows Road on the west, and Gallows Road and Gallows Branch Road on the south. 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 and low-rise office buildings which transition toward the edge of the Old Courthouse District.

The subdistrict is composed of two parts. Subarea 1 is between Route 7 and the planned Boone Boulevard extension to Kidwell Road. Subarea 2 is between the planned extension of Boone Boulevard and Gallows Road.

Subarea 1

Subarea 1 is comprised of about 25 acres and is located between Route 7 and the Boone Boulevard extension.

Base Plan

Subarea 1 is planned for and developed with office and support retail and service uses up to 1.2 FAR. The exception to this is Tax Map 39-2((1))9 and Tax Map 39-2((2))48, 50, 52, 54, 56A and 58, which are planned for and developed with retail uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, hotel or office uses with support retail and service uses may be appropriate up to 1.2 FAR. As an alternative, mixed use with a significant residential or hotel component may be appropriate up to 1.8 FAR throughout this subarea (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR). In addition, higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 123 Metro station.

In addition, a mix of office and hotel uses up to 1.27 FAR may be appropriate for Tax Map 39-2((2))106 - 112 (which is split between Subareas 1 and 2) if the following conditions are met:

- Consolidation with Tax Map 39-2((2))114 - 116 in subarea 2;
- The resulting mix of uses has no more traffic impact than office use at 1.2 FAR on the Subarea 1 portion and office use at 1.0 FAR on the Subarea 2 portion.
- 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. Improvements needed to enhance circulation and mitigate transportation impacts directly related to site generated traffic should be provided; and
- The hotel should provide for community-serving amenities such as meeting spaces.

All the above redevelopment options for this subarea should be designed with the intent of unifying this subarea through creating focal points, providing pedestrian and open space amenities, and interconnecting the area by means of the planned grid of streets. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

Existing building height in this subarea is up to 105 feet. To help ensure that infill development provides the envisioned open space and urban amenities, building height for new development should be up to 130 feet with additional height considered to accommodate housing and public uses as indicated under the Building Height Guidelines in the Areawide Urban Design Recommendations.

Subarea 2

Subarea 2 is comprised of about 19 acres and is located between the Boone Boulevard extension and Gallows Road.

Base Plan

This subarea 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.

Redevelopment Options

As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). In addition, logical and substantial parcel consolidation should be provided with all redevelopments to ensure well-designed projects that function efficiently and integrate with and facilitate redevelopment of other parcels, in conformance with the Plan.

As an option, a mix of office and hotel uses up to 1.27 FAR may be appropriate for Tax Map 39-2((2))114 - 116 (in Subarea 2) with Tax Map 39-2((2))106 - 113 (which is split between Subareas 1 and 2), if these parcels are consolidated and the conditions under the previous subarea are addressed.

All the above redevelopment options for this subarea should be designed with the intent of unifying this subarea through creating focal points, providing pedestrian and open space amenities, and interconnecting the area by means of the planned grid of streets. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

Building height in this subarea can be up to 130 feet west of Aline Avenue and up to 75 feet east of Aline Avenue. However, if parcels are consolidated with the portion of Tax Map 39-2((2))106 - 112 in this sub-unit, building height up to 130 feet should be considered in order to provide design flexibility needed to ensure the provision of envisioned open space and urban amenities and if housing and/or public uses are provided, additional height may be appropriate as indicated under Building Height Guidelines in the Areawide Urban Design Recommendations.

Additional Guidance for Northwest and Northeast Subdistricts

To achieve the redevelopment options envisioned for both the Northwest and Northeast Old Courthouse Subdistricts, development proposals should address the Areawide Recommendations, which include the following.

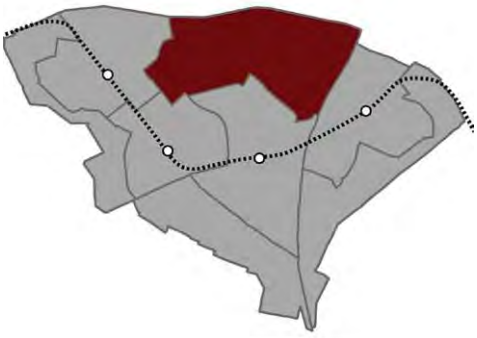
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.

- The major circulation improvement for this district is the Boone Boulevard extensions to the west across Route 123 and to the east to Kidwell Drive. 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 planned alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County.

- A potential circulator alignment extends through both subdistricts along Boone Boulevard and its extension to Kidwell Drive, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations, as well as consistent in quantity with the urban park and open space standards under the Areawide Environmental Stewardship Recommendations.

North Central



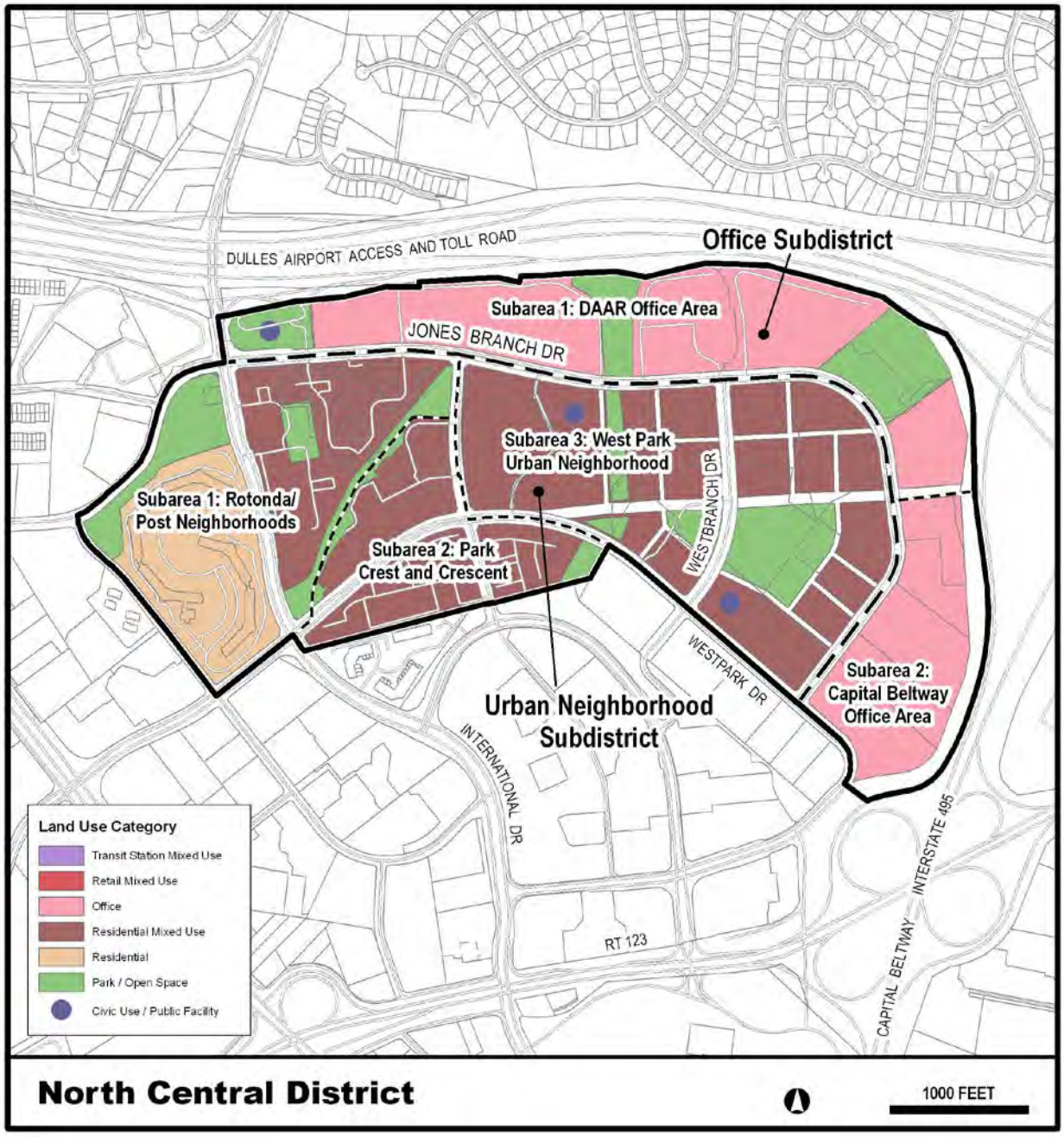
The land use pattern in the North Central District, which is located primarily between West Park Drive and the Dulles Airport Access Road (DAAR), will allow for a transition between Tysons Central 123 and the adjacent community north of Tysons. The Dulles Airport Access Road serves as an additional buffering element. Office uses would be mostly located adjacent to the Dulles Airport Access Road, providing easy access from the Toll Road and continuing the office focus east in the Tysons West District.

Moving into the heart of the district, residential land uses could be concentrated along a potential circulator route. The district is envisioned to become a vibrant, mixed use residential neighborhood, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network for residents and workers in the neighborhood.

The local streets, along with a finer grid of streets and a linear park/green network, would lead people to the circulator and encourage them to walk. As the central feature of the district, the circulator could help shape its urban form. Having a mix of uses, portions of the North Central District should develop with a 24-hour environment.

The district's ponds and small streams should be enhanced to add to the amenities of the neighborhoods. Urban parks could include a green network leading from Tysons Central 123 to the employment area adjacent to the Dulles Toll Road. A new 8 to 10 acre urban park will be a central feature of this district that provides both active and passive recreational facilities and a focus for civic gatherings for residents and employees.

The land use concept for the North Central District is shown in the map below. The district is composed of two subdistricts: an office subdistrict and an urban neighborhood subdistrict.



MAP 18

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

OFFICE SUBDISTRICT

This subdistrict is north and east of Jones Branch Drive and is developed with office buildings containing corporate headquarters as well as one of Tysons' larger hotels. The vision for this area is to continue to be a focus of corporate headquarters and regional offices. The subdistrict has two subareas: the DAAR Office Subarea and the Capital Beltway Office Subarea.

Subarea 1: DAAR Office Area

This is the northernmost portion of the West Park office development and provides a transition in building height to the single family neighborhoods to the north. Existing development includes the corporate headquarters of Freddie Mac, USA Today and Gannett.

Base Plan

The area is planned for office up to 1.0 FAR, except for the westernmost property which is developed with the Tysons Spring Hill Transit Center.

Redevelopment Option

With the advent of Metrorail, the transit center may not be needed, which would allow consideration of other public uses to occupy the property, such as a fire station. A new fire station on this property would replace Fire Station 29, which is planned to be demolished and its land area incorporated in redevelopment near the Tysons West Metro station. The transit center property could also be considered for recreational uses, in particular one or two athletic fields, which may be provided at grade or above a structured parking garage.

Tax Map 29-2((15))A6 is planned to redevelop with office use up to a 1.0 FAR, which is consistent with the use and intensity of the other parcels in this subarea. Since this parcel and the abutting parcel to the west is the likely location of the planned ramps from the Dulles Toll Road to Jones Branch Drive, the redevelopment of parcel A6 as well as additional development on the abutting parcel should be designed to accommodate these ramps.

For most of this subarea, the maximum building height is 75 feet. The exceptions are east of the proposed ramps from the DAAR to Jones Branch Drive where building height limits increase to 100 feet as shown conceptually on the building height map in the Urban Design section. Tax Map 29-2((15))C2 is designated as Tysons' northern gateway building (one of four gateway buildings in Tysons) and has an approved height limit of 300 feet.

Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

A potential circulator alignment abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the alignment should provide right-of-way or accommodate the circulator and make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 2: Capital Beltway Office Area

This subarea between Jones Branch Drive and the Capital Beltway is developed with office buildings and one of Tysons' larger hotels.

Base Plan

The area is planned for and developed with intensities of 1.0 and 1.65 FAR, which recognize the existing development. The building heights range from 130 to 175 feet, as shown conceptually on the Building Height Map in the Areawide Urban Design Recommendations.

Redevelopment Option

Potential circulator alignments abut this subarea, as described in the Transportation section. Redevelopment proposals along the alignments should provide right-of-way or otherwise accommodate the circulators and should make appropriate contributions towards their construction costs. Higher intensity may be allowed for property within 1/2 mile distance of the Tysons Central 123 Metro station. See the Intensity section of the Areawide Land Use Recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any redevelopment application. The results of these analyses should identify necessary improvements, the phasing of improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

URBAN NEIGHBORHOOD SUBDISTRICT

This subdistrict is south and west of Jones Branch Drive and north of the Tysons Central 123 District. The western half of the subdistrict is developed with multifamily use. The eastern half of the subdistrict is developed with suburban office buildings with mostly surface parking. The vision is to have substantial redevelopment (especially in the eastern portion) that will transform the area into urban neighborhoods. The subdistrict has three subareas.

Subarea 1: Rotonda/Post Neighborhoods

This area is comprised of about 65 acres and is bounded by Spring Hill Road and Jones Branch Drive on the north, Subarea 2 on the east, Westpark Drive on the south and Greensboro Drive on the west. Existing development is multi-family residential and contains about 2,000 dwelling units.

Base Plan

The area is planned for and developed with residential use at 30 dwelling units per acre.

Redevelopment Option

The vision for Subarea 1 is to preserve and enhance the residential area on the west side of International Drive (The Rotonda). To preserve and enhance, road improvements should minimize impact on this area. For example the planned widening of Greensboro Drive should be designed in a manner that minimizes impacts on the entrance of the Rotonda and on its existing tree canopy.

Redevelopment of the area east of International Drive should be considered, especially if it provides affordable and workforce housing and is phased with the provision of circulator service. The minimum affordable/workforce housing commitment should be provided as indicated in the Areawide Land Use Recommendations; in addition, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan).

Prior to operation of circulator service, redevelopment in this subarea could be considered for additional residential use with intensity up to 1.5 FAR. Redevelopment proposals should provide right-of-way and make appropriate contributions toward the construction cost of the circulators which abut this area. See the Intensity section of the Areawide Land Use Recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

The maximum building height in this subarea is 75 to 150 feet, as shown conceptually on the Building Height Map in the Areawide Urban Design Recommendations. As indicated under the Building Height Guidelines in the Areawide Urban Design Recommendations, building heights should vary within the subarea.

Redevelopment of the Post Neighborhood area should retain and enhance on-site recreational amenities.

Subarea 2: Park Crest and Crescent

This area is comprised of about 32 acres, bounded by Subarea 1 on the north and west, Subarea 3 to the east, and the Tysons Central 123 District on the south. This area contains the Park Crest and Crescent residential developments.

Base Plan

The area north of Westpark Drive containing the Park Crest development is planned for high rise, high density residential and retail uses at its currently approved intensity. The area

south of Westpark Drive is planned for and developed with multi-family residential at 30 dwelling units per acre.

Redevelopment Option

The vision for Subarea 2 is to remain a residential mixed use area. However, some office uses may also be appropriate for a portion of the area north of Westpark Drive given its close proximity to the Dulles Toll Road and the existing office focus there. Office uses may be considered when designed in a manner that complements the existing residential and retail uses in this area. Office uses should be limited to the conversion of one of the approved residential buildings and only if the resultant traffic impact is comparable or less than the currently approved residential building.

For the portion of Subarea 2 to the south of Westpark Drive, higher intensity residential mixed use developments are appropriate to replace the existing residential uses. Redevelopment of this area to an urban residential neighborhood should be considered if it will provide affordable and workforce housing and if the redevelopment is phased with the provision of circulator service. Prior to operation of circulator service, the area should be developed in residential use up to 1.5 FAR. Redevelopment proposals should provide right-of-way or otherwise accommodate the circulators and make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land use Recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses will identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

The maximum building height in this subarea is 150 feet, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. As indicated under the building height guidance in the Areawide Urban Design Recommendations, building heights should vary within the subarea. Approved building heights north of Westpark Drive average 150 feet and due to topographic conditions, in some cases, may exceed 150 feet.

Subarea 3: West Park Urban Neighborhood

This area is comprised of about 88 acres, bounded by Jones Branch Drive on the north and east, the Tysons Central 123 District on the south, and the Subarea 2 neighborhood on the west. This area contains the central portion of the West Park office development.

Base Plan

This area is planned for office with support retail and service uses at existing intensities, which average about 0.60 FAR.

Redevelopment Option

With the provision of Metrorail and circulator service linking Subarea 3 to the rest of Tysons, the vision for this area is to redevelop to urban residential neighborhoods at substantially higher intensity. Redevelopment of this area to an urban residential neighborhood should be considered if it will provide affordable and workforce housing and if the redevelopment is phased with the provision of circulator service. Prior to operation of circulator service, the area should be developed in residential use up to 1.5 FAR. Redevelopment proposals should provide right-of-way or otherwise accommodate the circulators and make appropriate contributions toward their construction cost. In addition, higher intensity may be allowed in this subarea for property within 1/2 mile distance of the Tysons Central 123 Metro station. See the Intensity section of the Areawide Land Use Recommendations.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

The successful redevelopment of this area is closely linked to the redevelopment of the adjacent South West Park Subarea in the Tysons Central 123 District. West Park Urban Neighborhood is planned to redevelop from a suburban office park to a primarily residential area with supporting uses, including ground level retail and public facilities. South West Park is planned for a mix of uses with a concentration of office uses. To ensure that the redevelopment of each of these areas is consistent with the overall land use goals for Tysons, the total amount of office development in the two subareas combined should be no more than 3 million square feet.

- The vision is to redevelop this subarea into an urban residential neighborhood. In addition to a significant increase in intensity, more diversity in land use is an essential element for creating urban neighborhoods. The mix of uses should include a small office component, hotels, public uses, ground level retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. To ensure the provision of public facilities, a street grid, and the desired land use pattern, redevelopment proposals in this subarea should consolidate with a significant portion of the South West Park Subarea in the Tysons Central 123 District. This level of consolidation would be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subarea as well as the abutting districts/subdistricts through the provision of the grid of streets. In addition to the grid of streets, pedestrian and bike circulation improvements should be provided that also improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with the Areawide Urban Design and Transportation Recommendations.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided according to the Areawide Urban Design Recommendations and consistent in quantity with the urban park and open space standards in the Areawide Environmental Stewardship Recommendations. The area's ponds and small streams should be enhanced and provide a green network that links this subarea to the Tysons Central 123 District and to the employment area adjacent to the Dulles Toll Road. The major open space feature in this area is an 8 to 10 acre park, which provides an opportunity for both active and passive recreational facilities and a focus for civic gatherings for residents and employees. At this new park or at other locations in this area, there should be at least two new athletic fields to serve the residents of this area.

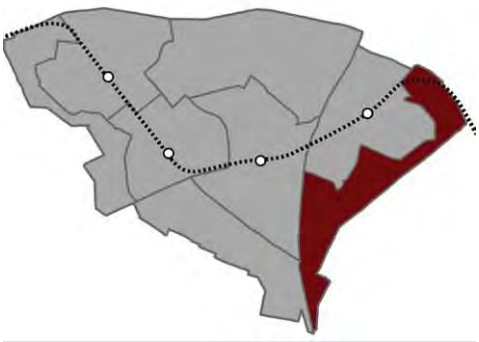
- Residential developments should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, a specific public facility need identified for this area is an elementary school; the school should either be located next to the area's large urban park to utilize this open space amenity or be located elsewhere in this subarea on property which can accommodate its recreational needs. An alternative site on Jones Branch Drive is shown on the Conceptual Land Use Map.

- The maximum building heights in this subarea are between 75 to 175 feet, as shown conceptually on the building height map in the Areawide Urban Design Recommendations. As indicated under the building height guidance in the Areawide Urban Design Recommendations, building heights should vary within the subarea.

East Side



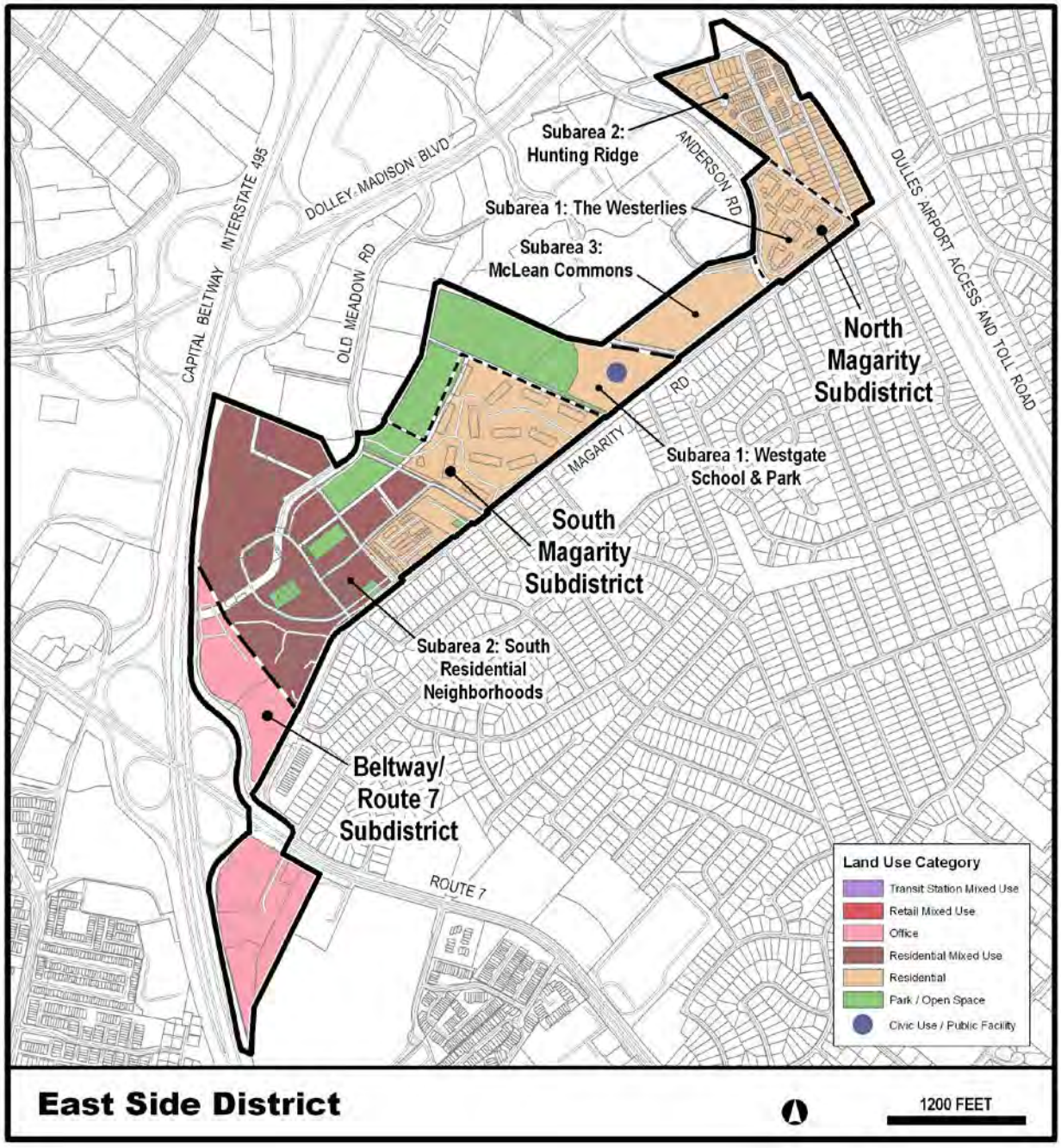
The East Side District is a residential district, which is located on the edge of Tysons, mostly to the east and south of the Tysons East TOD District. As an "edge district," it will have lower intensities than other parts of Tysons, enabling it to serve as a transition area between higher intensity TOD districts and the adjacent Pimmit Hills neighborhood abutting Tysons.

Portions of the East Side District are envisioned to redevelop into urban residential neighborhoods. These new neighborhoods should include limited retail and office uses intended to support the local residential population and to provide Tysons with some live-work opportunities.

As redevelopment occurs in portions of the district, the street network will become a finely scaled grid of streets, encouraging walking and biking. Connections to Metro stations will be provided by a future transit circulator, walking paths and the new grid of streets. The district will have a distinct residential quality, where neighbors can socialize in one of the many pocket parks that are planned to be located throughout the district. The district provides an opportunity to add recreational facilities to those already provided at the existing Westgate Park and School.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The land use concept for the East Side District is shown on the map below. The East Side has three subdistricts: North Magarity, South Magarity and the Beltway/Route 7 Subdistrict.



MAP 19

NORTH MAGARITY SUBDISTRICT

The subdistrict consists of three residential areas: the Westerlies, Hunting Ridge and a portion of the McLean Commons. The Westerlies and McLean Commons abut Magarity Road. Hunting Ridge abuts the Dulles Airport Access Road (DAAR).

Subarea 1: The Westerlies

This subarea comprises about 12 acres and is located at the north corner of the intersection of Anderson and Magarity Roads. The Westerlies (Tax Map 30-3((26)) all parcels) is planned and developed as a transition to Pimmit Hills with residential use at 12 dwelling units per acre. Building height is limited to a maximum of 45 feet (see Building Height Guidelines in the Areawide Urban Design Recommendations).

Subarea 2: Hunting Ridge

This subarea comprises about 25 acres and is located abutting to the Dulles Airport Access Road between Magarity and Chain Bridge Road. The Hunting Ridge neighborhood was developed originally with single family use at 2 to 3 dwelling units per acre, but is planned for redevelopment with townhouses at 8-12 dwelling units per acre and multi-family use at 20-30 dwelling units per acre. Much of the neighborhood has been redeveloped under this option which is designed to create viable living environments that are compatible with adjacent uses and provide recreational facilities and other amenities for the residents. Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and should provide for the following.

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

- 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.

- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design and open space amenities. Pedestrian connections to the abutting district (Tysons East), to Chain Bridge Road, and to Magarity Road should be provided.

- Building height is limited to a maximum of 45 feet (also, see Building Height guidance in the Areawide Urban Design Recommendations).

Subarea 3: McLean Commons

This subarea is comprised of about 12 acres and is located at the south corner of Anderson and Magarity Roads.

Base Plan

This portion of the McLean Commons is planned for and developed with residential use up to 20 dwelling units per acre. The existing building height limit is 45 feet.

Redevelopment Option

As an option, existing residential uses are appropriate to redevelop as residential use at 20-30 dwelling units per acre. Redevelopment under this option should be compatible with adjacent uses, and provide recreational facilities and other amenities for the residents. Development proposals should address the Areawide Recommendations, and should provide for the following.

- The minimum affordable/workforce housing commitment should be provided as indicated in the Areawide Land Use Recommendations; in addition, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportations (See Objective 11 in the Land Use section of the Policy Plan).

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

- Publicly accessible open space and recreational uses should be considered on the area between Anderson Road and the Hunting Ridge subarea. This will provide a transition in scale from this area to Hunting Ridge, as well as provide recreational facilities to serve both subareas.

- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design amenities such as plazas, courtyards, landscaping, lighting and seating.

- Development proposals should show how the proposed development will be integrated with the abutting Tysons East District through providing the grid of streets and urban design amenities.

- Building height is limited to a maximum of 90 feet, except adjacent to Magarity Road which is limited to 45 feet (also, see the Building Height guidance in the Areawide Urban Design Recommendations).

SOUTH MAGARITY SUBDISTRICT

Magarity South Neighborhoods are developed with residential use, except for the northernmost portion, which is the location of an elementary school and park.

Subarea 1: Westgate School and Park

This is developed and planned for public school and park uses. These facilities are Westgate Elementary School, Westgate Park and a portion of Scotts Run Park. Scotts Run Park is envisioned to become an open space amenity with improved access from the planned grid of streets and the provision of connecting sidewalks and trails (See the discussion of Parks and Open Space in the Areawide Environmental Stewardship Recommendations). Subject to the approval of a park master plan revision for Westgate Park, a redesign of existing facilities should be considered to include an additional athletic field to meet the recreational needs of residents in the East Side District. This subarea could also be the location for one of the new school sites that will be required to serve new residential development in Tysons.

Subarea 2: South Residential Neighborhoods

This subarea is comprised of about 100 acres and is located south of West Park School between Magarity Road and the Beltway.

View from future urban neighborhood in the South Magarity Subdistrict

Base Plan

This subarea is planned for and developed with low-rise multifamily use up to 20 dwelling units per acre, except for the Regency and Encore high-rise apartments which are planned for and developed with multifamily use up to 30 dwelling units per acre.

Redevelopment Option

As an option, the Dolley Madison Apartments at Tysons (Tax Map 39-2((1))67, 67C, 67E, 67F, 67G and 72) are appropriate for redevelopment with residential mixed use up to 1.5 FAR. A development proposal under this option should address the Areawide Recommendations and should provide for the following:

- Redevelopment should include full parcel consolidation that ensures a well-designed project that functions efficiently and integrates with the surrounding multifamily uses in terms of scale and character.

- This residential project should provide for recreational and other amenities as well as support retail and service uses for the residents. Proposed redevelopment should be

accompanied by the dedication of public or publicly accessible park land, and by the construction of recreational facilities, which include the provision of one athletic field. In addition, creative approaches should be used to ensure provision of other recreational facilities. These approaches may include indoor and rooftop facilities or those located above underground stormwater management facilities as well as providing additional building height flexibility when providing at grade public recreation facilities.

- The minimum affordable/workforce housing commitment should be provided as indicated in the Areawide Land Use Recommendations; in addition, the development proposal should have as an objective increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems (See Objective 11 in the Land Use section of the Policy Plan).

- A compatible transition to the Pimmit Hills single-family neighborhood across Magarity Road, by screening, landscape buffering and/or through building design.

- For redevelopment near the Beltway, noise attenuation measures should be provided as determined appropriate by the County.

- Vehicular connections from Old Meadow Road to Magarity Road as well as other streets that create urban blocks consistent with guidance in the Urban Design and Transportation chapters of the Areawide Recommendations.

Building heights in this subarea ranges from 45 feet to 150 feet, depending upon location, as conceptually shown on the building height map in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Magarity Road which has a maximum height of 45 feet. Height increases with distance from Magarity Road, with this area's maximum height of 150 feet limited to the existing Regency and Encore residential buildings, which are adjacent to the Capital Beltway. (See also the building height guidelines in the Areawide Urban Design Recommendations.)

A potential circulator alignment is shown on Old Meadow Road and extends across the Beltway (as described in the Transportation section of the Areawide Recommendations). In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

BELTWAY/ROUTE 7 SUBDISTRICT

The only portion of the East Side District that is developed with commercial use is the North and South quadrants of the Beltway/Route 7 Subdistrict. The North quadrant is entirely developed with office use and the South quadrant is developed with office use and a hotel.

The North quadrant is planned for and developed with office, support retail and service uses up to .85 FAR. As an option, the office building on Tax Map 39-2((1))62B may be appropriate for an expansion up to .90 FAR, if a development proposal provides for the following:

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

- 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, and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided;

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

- Building height does not exceed 130 feet (also, see Building Height Guidelines).

The South quadrant should retain its existing character which provides a transition in scale to the neighborhood east of Tysons Corner. The office buildings and hotel adjacent to the Capital Beltway are planned and developed up to 1.0 FAR, and the office uses adjacent to George C. Marshall High School are planned and developed up to .50 FAR. Building heights range from 75 to 105 feet, depending upon location (see Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).